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# WHY CANTON IS ANTI-CHIANG.

MR. SUN FO GRANTS INTERVIEW.

The causes of and the principles involved in the nation-wide revolt against the dictatorship of Chiang Kai-shek, head of the Nanking Government, have been outlined in an interview with Mr. Sun Fo, until recently Minister of Railways and a member of the C. E. C. in the Nanking Government and now a member of the new Chinese National Government in Canton.

Mr. Sun Fo in the course of his interview said:

"Ever since my return from a world tour, in the autumn of 1928, I have been with the Nanking Government and I have been striving to achieve political stability in order that economic construction might be possible. But after three years of constant endeavour, I found that under the dictatorship of General Chiang Kai-shek, it was hopeless to do anything constructive because the regime which he has built around himself is too autocratic and militaristic. The Nanking Government can no longer be considered a Kuomintang Government because, ever since the conclusion of the Northern Expedition in the end of 1928, it has been detaching itself more and more from the people. The Kuomintang movement originally developed rapidly because it was built upon public support and because it had a programme which the people respected. But since those days, the Kuomintang, as represented by Chiang Kai-shek, has completely scrapped that programme and has become more reactionary than the former militarists whom the Kuomintang started out to destroy. After the so-called military unification of the country, the Kuomintang under Chiang Kai-shek has lost the sympathy of the people—it has, in fact, become the enemy of the people. This is because Chiang has strengthened his personal power over the Government and the army, and the Party, and has thus been obliged to piece-hole all the fundamental principles and programme formulated by the Kuomintang.

No Popular Government.

"According to the teachings of Sun Yat-sen, the moment military operations cease, the Kuomintang task was to organise popular self-government institutions in order to train the people in the exercise of popular rights. This was what was meant by the so-called period of 'political tutelage.' In 1928, everyone expected that the Kuomintang would be able to carry out this political programme. But the people have been waiting for over three years and still there is not the semblance of popular government in any part of the country. Instead, there has been nothing but intensive suppressive measures that have forbidden popular movements, free speech, and assembly. The system of political tyranny that has been built up by the Nanking Government is far worse than anything the old militarists in the North, and more than the old Mandarin Government under the Manchus ever attempted. Not only have the intellectuals of the country drifted away from the Kuomintang under Chiang Kai-shek, but the merchants and the country people have been alienated from it. Personally, I have more than once heard business men and bankers in Shanghai who were originally staunch supporters of the Nanking Government, declare that Nanking is worse than Sun Chung-fan's old Government, and that the people in Chekiang and Kiangsu enjoyed more rights, justice and security under this old militarist than under Chiang Kai-shek.

Impossible Situation.

"The situation has become so impossible that those of us who were labouring under certain delusions that Chiang might be able to create a certain stability to ensure economic development, have been disillusioned and our hopes completely shattered. So long as Chiang is in power, no political

stability can be expected; for, politically, and in every respect, he has led us into a blind alley. Since 1928 he has, by the use of intrigue and military force, captured the machinery of the Party and has brought it under his personal influence and used it for his own power. The net result has been the destruction of the Party, and under him there is a Party in name only, while the best elements have been driven out. The Kuomintang in Nanking is the personal faction of Chiang Kai-shek, masquerading under the name of the Kuomintang. His object in substituting the Kuomintang by his own clique was to establish his political control over the country. But even that object has failed and one indication of this is that in every school, college, and university the students have repudiated Chiang's Kuomintang.

Chiang Has Failed.

"Politically, Chiang has failed to give the people a decent Government and there is no district or Province under the Nanking Government that has any good record to show. Every local Government, every Provincial and Municipal Government under his rule is rotten to the core.

"As a military man, Chiang's greatest task since 1928 has been the liquidation of the military situation; that is, disarmament, that the Government might be able to balance its budget. Numerous conferences to this end were called: the Economic Conference in 1928, the Disbandment Conference in 1929. But the record has been nothing but more civil war from year to year, and instead of reducing it, the army has been increased. Instead of balancing the budget, the treasury has gone deeper and deeper into debt. Since 1928 more than \$700,000,000 of Internal Loans have been issued by Nanking; and every cent of this money has been wasted and there is absolutely nothing to show for it. He has not only failed to achieve the purposes announced in the Disbandment Conference in 1929, but he has now repudiated the very idea of disarmament, and has said that the problem of China is not too many soldiers, but too few. How terrible! The country is groaning under the ever-increasing military burden and there is no money for anything else.

Chiang Must Go.

"Judged from the political, the military, and the economic viewpoints, the national situation under Chiang Kai-shek's dictatorship is impossible, and there is no way out. Even if there were no unrest or disturbance, even if there were no new civil war, Chiang could do no better. In the old Chinese classic—in the Book of Changes—there is a proverb which, in English, sounds clumsy but which means when the situation is hopeless, or when you come to the end of the road, you must turn around and change. That is the situation in China today. Under Chiang's dictatorship there is no hope whatever, and every hope we formerly entertained for the realisation of Sun Yat-sen's principles have been shattered one by one. And for this reason our anti-Chiang movement is a turning point of the nation. Hopeless, we turn around to seek and find a new solution. And this solution lies in the re-creation and rejuvenation of the Kuomintang as a true political Party which will carry out its principles that received such overwhelming popular support only a few years ago. In order to reach this end, the first task of the na-

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tion is the elimination of Chiang Kai-shek.

Canton's Personnel.

"There is one other thing I wish to say: Chiang Kai-shek has been bluffing the country by making

the assertion that it was Dr. Sun Yat-sen who gave him the task to lead the Party. This is absolutely false. While Dr. Sun was alive, Chiang Kai-shek was a very small and insignificant man. He (Continued on Page 15.)

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## LAST of the DUANES

FOX picture



### CRISIS IN COAL INDUSTRY.

#### GOVERNMENT TRIES TO PATCH UP DISPUTE.

London, July 3.  
The Government has decided  
legislatively to intervene in the  
dispute between the coalowners and  
miners over working hours and  
wages rates, which has threatened  
to lead to a serious industrial  
crisis.

The present Act, lapsing on July  
8, provides for a seven and a half  
hour day. The negotiations of the  
two parties, in which the Govern-  
ment has taken a hand, have proved  
abortive.

The Attorney General to-day  
introduced a Bill in the House of  
Commons providing for a seven  
and a half hour day for the next  
twelvemonth, with maintenance  
of the existing wage rates. The  
Bill passed its first reading. The  
Owners Oppose.

Now the coalowners have sent  
a letter to the miners declaring their  
intention to oppose in every way  
possible the Government's Bill.

In intervening so as to try to  
make the parties reach an agree-  
ment, the Government's main ob-  
ject is to continue the seven and a  
half hour day for twelve months  
or until the operation of the gen-  
eral convention, which describes a  
seven and a quarter hour day,  
whichever is shorter. The Govern-  
ment desires to complete all the  
Bill's parliamentary stages by  
Tuesday.

The miners have recommended  
the examination of the Bill to the  
delegates conference which is now  
sitting in London.—*Reuter and Bri-  
tish Wireless.*

### OBITUARY.

#### LINK WITH VICTORIAN STATESMANSHIP.

London, July 3.  
The death has occurred of Sir  
William Hart Dyke, who was Dis-  
raeli's chief whip, and a promi-  
nent sportsman, being one of the  
originators of lawn tennis as played  
to-day.

Sir William, veteran Conserva-  
tive statesman, was born in Kent  
in August, 1837, as the son of the  
6th Baronet, and was educated at  
Eton and Christ Church, Oxford.  
He entered the House of Commons  
as M.P. for West Kent as long ago  
as 1865, and after a second term  
as its member from 1868 to 1885  
sat for the Dartford Division.  
From 1868 to 1874 he was a Whip,  
and from 1874 to 1880 Chief Whip  
(Patronage Secretary to the Treas-  
ury) in the Disraeli Government.

He was Chief Secretary for  
Ireland in the short-lived Salis-  
bury Cabinet of 1885-6. Then  
from 1887 to 1892 he was Vice-  
President of the Council, that is,  
Minister of Education. Although  
he had no special qualifications  
for the post, his innate energy  
overcame his inexperience and he  
showed judgment in accepting all  
the best suggestions made to him  
by the permanent officials. He  
thus succeeded in producing the  
best educational "Code" so far  
issued.

During 1891 he had charge of the  
Free or Assisted Education Bill,  
which he helped his leader, W. H.  
Smith, to pilot through the House  
—a task in which his geniality,  
forebearance, and persistency  
were valuable factors. He retired  
from Parliament in 1906.

Sir William, who succeeded his  
father in 1875, was a typical  
squire of the old school, and owned  
about 9,000 acres. He married  
Lady Emily Montague, daughter  
of the 7th Earl of Sandwich. At  
91 he was still keen and energetic,  
and made a point of taking a two-  
mile walk every evening in addi-  
tion to his activities earlier in the  
day. On his 91st birthday he re-  
ceived hundreds of letters and  
telegrams from all over the world,  
and these were repeated in 1929  
and again last year.—*Reuter*  
and *I. B. S.*

#### ANOTHER FLIGHT.

##### AUSTRALIA TO ENGLAND VIA JAPAN.

Sydney, July 3.  
An unorthodox route from Aus-  
tralia to England was chosen by  
the Australian airman, Captain  
Chichester, who took off this morn-  
ing in a Moth plane fitted with  
floats to fly via New Guinea, the  
Philippines, Formosa and Japan  
and thence via Kamchatka, the  
Aleutian Islands, Yukon, Canada,  
Greenland, Iceland and the Faroe  
Islands.—*Reuter.*

[Captain Chichester was formerly  
with the Royal Air Force. He  
took off at Croydon in December,  
1929, on a flight to Australia in an  
attempt to beat Hinkler's record,  
but failed. He was forced down  
near Tripoli, but was not injured.  
He resumed his flight on January  
16, 1930, via Calcutta and Rangoon,  
and arrived at Port Darwin on  
January 27.]

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London, July 3.  
The massive armature, which  
weighs nearly four tons to replace the old one,  
arrived from New York.

the damaged machinery in the  
Filer submarine Nautilus, has  
arrived from New York, and is be-  
ing fitted at Devonport dockyard  
under the supervision of Sir Hubert  
Wiltshire, leader of the proposed  
submarine expedition to the North  
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Will you have a "Gin and It"?  
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The following replies have been received:—  
667, 671, 678, 683, 685, 691, 695,  
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783, 784, 737, 738, 766, 773, 775,  
776, 793, 795, 825.

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## New Advertisements.

## CHINESE CUSTOMS NOTIFICATION.

The offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on the 9th July, 1931, being a Customs Holiday.

**J. W. STEPHENSON,**  
Commissioner of Chinese Customs,  
Kowloon and District.  
York Building.  
Hongkong, 3rd July, 1931.

## HONGKONG FOOTBALL ASSOCIATION.

The Annual General Meeting will be held in the Association Offices No. 20, Ice House Street at 5.30 p.m. on Friday, July 10th, 1931.

**W. E. HOLLANDS,**  
Hon. Secretary.

## CHURCH NOTICES.

To-morrow the Fifth Sunday after Trinity.

## LOCAL SERVICES.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "God." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

Union Church, Kennedy Road, Sunday, 5th July, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher: The Rev. E. G. Powell. Social Hour after Evening Service. Sunday School: Kennedy Road, 10 a.m.

St. John's Cathedral, Hongkong, 5th July, 1931. Fifth Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Choral Eucharist and Sermon 11 a.m. Preacher: The Dean. Evening 6 p.m. Preacher: Rev. H. V. Kopp.

St. Andrew's Church, Kowloon, 5th July, 1931. Fifth Sunday after Trinity. 8.15 a.m. Holy Communion. 10.00 a.m. Primary Sunday School. Young People's Service. Bible Class for boys and young men. 11.00 a.m. Morning Prayer, Sermon, and Holy Communion. Preacher: The Vicar. Subject: "The Gift Of Wisdom." 6.00 p.m. Evening Prayer and Sermon. Preacher: Rev. E. A. Armstrong.

Wesleyan Methodist Church, Wan-chai. Opposite Royal Naval Hospital, Queen's Road, East. Sunday, 5th July, 1931. Morning Worship 10.15 a.m. To be followed by Baptismal Service. Preacher: Rev. Rudland Showell, B.Sc. Evening Worship 6 p.m. Followed by Holy Communion. Preacher: Rev. Rudland Showell, B.Sc. At the Sailors' and Soldiers' Home, 8.15 p.m. Service Mens' Hour. A hearty welcome is extended to all who may care to come and join in these services.

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## G. R.

**PARTICULARS AND CONDITIONS** of the Sale by Public Auction to be held on Monday, the 6th day of July, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Kau, Pui Shek, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upper Price
1	Kowloon Island Lot No. 2537.	As per plan.	About 7,870	\$40	\$11,905
2	Adj. to New Kowloon Lot No. 1575.	As per plan.	About 7,870	\$40	\$11,905
3	Ma Tau Chung Road.	As per plan.	About 7,870	\$40	\$11,905

## G. R.

**PARTICULARS AND CONDITIONS** of the Sale by Public Auction to be held on Monday, the 6th day of July, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Cheung Sha Wan, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days thereof.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upper Price
1	New Kowloon Island Lot No. 1577.	As per plan.	About 3,600	\$50	\$2,700
2	Adj. to New Kowloon Lot No. 1217.	As per plan.	About 3,600	\$50	\$2,700
3	Cable Peak Road.	As per plan.	About 3,600	\$50	\$2,700

## JUNE AND MR. MENDES.

"WE ADMIRE EACH OTHER."

Hollywood, California, June 11.  
"I want to get married again," said June (Lady Inverclyde) today, in discussing her plans for the future.  
"But there is no man in the case. I have been grossly misquoted concerning Mr. Lothar Mendes (a director of the Paramount Film Company).  
"It is true we are great friends, but it is impossible for me to say we are going to be married. Perhaps I shall decide never to marry unless Lord Inverclyde (her husband) makes it possible for me to do so without violating the laws of England.  
"Lothar and I have discussed the possibility of our marrying, but it has not gone any further than that. We admire each other very much, and it may be that some day we shall wed."  
June said that as a Reno (Nevada) divorce was not recognised in England she might apply for United States citizenship papers should she decide to re-marry.  
June filed her divorce suit against her husband at Reno last Friday.



The Pride of Scotland  
**GLEN ROSSIE WHISKY**  
Bottled By:—  
SOUTHAIRD & CO., LTD., GLASGOW & LONDON

Sole Agents:—

**H. RUTTONJEE & SON**

## Lammert's Auctions.

BY ORDER OF THE MORTGAGEE.

**PUBLIC AUCTION**  
of the  
**VALUABLE LEASEHOLD PROPERTY**

situate at Kowloon and registered at the Land Office as Kowloon Island Lot No. 1445.

## Particulars.

Area,—125,000 square feet.

**Boundaries**—  
Northeast,—San Shan Road, 350 feet.  
Southwest,—Ma Hang Chung Road, 350 feet.  
Southeast,—Pau Chung Street, 360 feet.  
Northwest,—Pak Tai Street, 360 feet.

N.B.—Pak Tai Street was formerly known as Kowloon City Road and was so named in the Crown Lease plan.

The property lies between and near Ma Tau Wei Road and Kowloon City Road.  
A large shed, and other buildings, now used by a monthly tenant for an automobile business, occupy part of the site. Allowing for a 60 ft. street from San Shan Road to Ma Hang Chung Road, and two 6 ft. scavenging lanes, the site is capable of subdivision into 88 house sites, 16' 4" x 66' 6" (and sites 17' 6" x 66' 6"). Such development is given as an example only; same would require removal of the existing buildings.

Term,—75 years from 31st January, 1922, with right of renewal for one further term of 75 years.

Crown rent,—\$724 per annum. The property will be sold on Thursday the 9th day of July, 1931, at 3 p.m. by

**Messrs. LAMMERT BROTHERS,**  
Auctioneers,  
at their Salesroom, No. 4 Duddell Street, Hongkong.

For further particulars apply to:—  
**Messrs. LAMMERT BROTHERS,**  
Auctioneers,

No. 4 Duddell Street, Hongkong.  
Hongkong, June 22, 1931.

## INTO FIRE TO SAVE BROTHER.

## YOUTH'S HEROISM.

London, June 13.  
A boy enveloped in flames was saved by his elder brother in a fire at the aviation works of the H.G. Hawker Engineering Company at Kingston yesterday.  
Over 24,000 damage was done in less than half an hour. Girls and men escaped from windows and emergency doors.  
The hero of the fire was Leonard Hennings, (19), of Canbury-passage, Kingston. He and his brother Norman, (19), are employed as asprayers in the dope shop. Leonard Hennings said:  
"There was a terrific explosion, and flames shot out from my brother's spray cabinet.  
"I ran out and shouted 'Fire!' thinking that my brother would follow me. As I could not see him I went back to the dope shop and found him encircled with flames.  
"Somehow I got him out-side and flung a bucket of water over him, and extinguished his burning clothing. He was taken to hospital."  
Four girls also received injuries.

## MRS. MOTONO.

Massage.  
Hand and Electric  
31b, Wyndham Street.

## MASSAGE HALL

MRS. S. UZUNOYE  
57, Queen's Road-C., 2nd floor.  
Expert Masseuse.

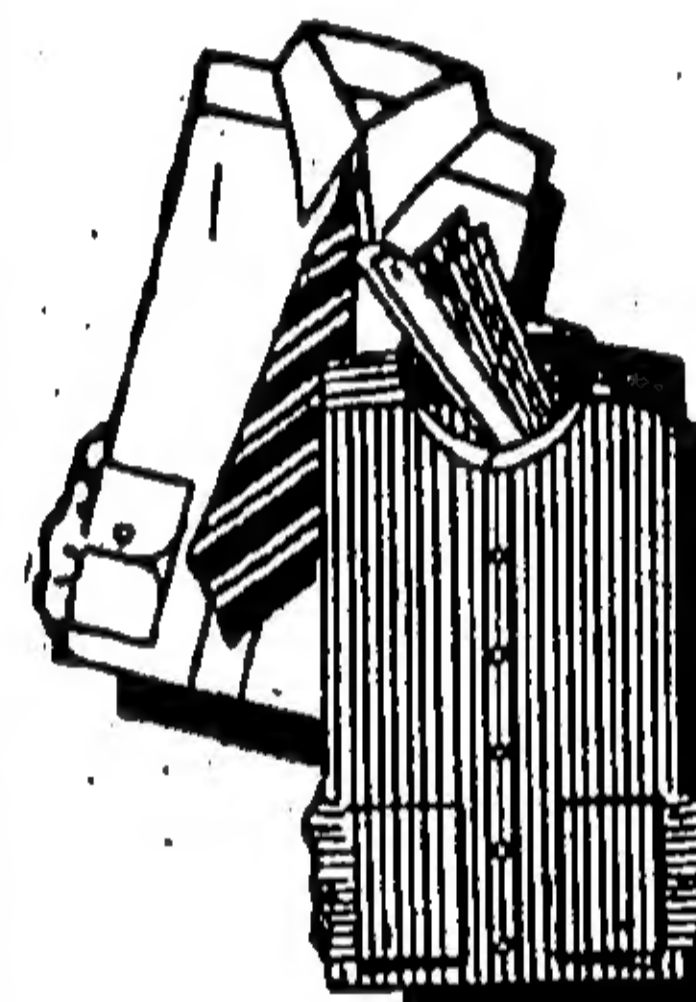
## FIRST ANNIVERSARY SALE

NOW ON

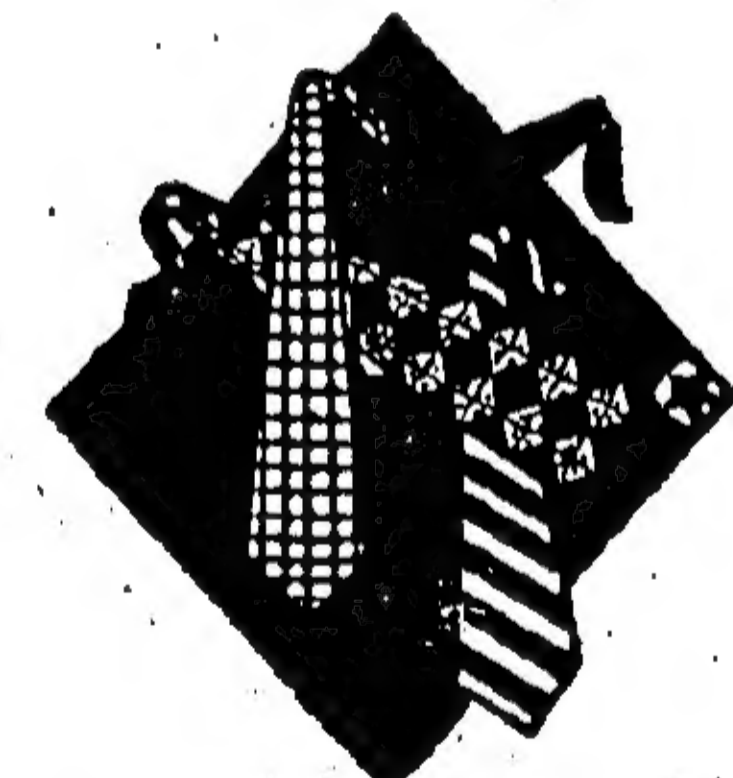
**SPECIAL LINE FOR MEN SILK PYJAMAS**



**PLAIN OR STRIPED \$7.75**  
**USUAL PRICE \$13.00**  
**SILK SHIRTS**



**PLAIN OR STRIPED \$3.50**  
**USUAL PRICE \$6.00**  
**TIE WITH KERCHIEF SETS**



**\$1.95**  
**SILK SOCKS**



**WHITE, BLACK OR FANCY \$2.25**

**AT TAJMAHAL SILK STORE**

KING'S THEATRE Building Daguilar Street.

## POST OFFICE NOTICE

## AIR MAIL.

Ordinary non-registered letters for Europe will be accepted for transmission by the Air Service of the Eurasia Aviation Corporation leaving Shanghai on Tuesdays and Saturdays for Manchouli, and onwards by the Trans-Siberian Railway.

The extra fee for the Air Service transmission is 30 cents for each half ounce or fraction thereof. This is in addition to the regular postage via Siberia.  
A saving of 4-5 days is expected but no guarantee can be given.  
Letters must be posted over the Counter of the General Post Office and the Kowloon Branch Post Office and superscribed "Via Siberia Airmail Shanghai-Manchouli."

## RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for the Letters and postcards for Europe and South America are forwarded INWARD MAILS.

From	Per	Date
Australia and Manila	Nellore	July 4.
Japan	Brisbane Maru	July 5.
Shanghai and Amoy	Tjinegara	July 6.
Straits	Kidderpore	July 6.
Manila	Pres. Jackson	July 7.
Straits	Van Heutz	July 7.
Japan and Shanghai	Athos II	July 7.
Batavia	Tjibadak	July 7.

From	Per	Date
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B.C. 20th June)	Emps. of Japan	July 10.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 12th June)	Pres. Garfield	July 11.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 19th June)	Pres. McKinley	July 13.

## OUTWARD MAILS.

For	Per	Date and Time
Port Bayard	Wing Lee	Sat., July 4, 2.30 p.m.
Saigon	Shun Chih	Sat., July 4, 4.30 p.m.
Manila	Pres. Cleveland	Sat., July 4, 4.30 p.m.

For	Per	Date and Time
Manila, Australia and New Zealand via Brisbane	Brisbane Maru	Sat., July 4.
	Parcels	3 p.m.
	Registration	5 p.m.
	Letters	5 p.m.
	(Due Brisbane 19th July)	

For	Per	Date and Time
Amoy	Anshun	Sat., July 4, 5 p.m.
Bangkok via Swatow	Kwangchow	Sun., July 5, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., July 5, 9 a.m.
Formosa	Kino Maru	Mon., July 6, 8.30 a.m.
Shanghai	Nellore	Mon., July 6, 10.30 a.m.

For	Per	Date and Time
Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco	Pres. Jackson	Mon., July 6.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due San Francisco 28th July)	

For	Per	Date and Time
Shanghai and Europe via Siberia	Pres. Jackson	Mon., July 6.
	Registration	5 p.m.
	Letters	5 p.m.

For	Per	Date and Time
Manila and Java via Sourabaya	Tjinegara	Tues., July 7, 9.30 a.m.
Swatow, Amoy and Foochow	Italyang	Tues., July 7, 1 p.m.
Port Bayard, Hoihow, Pakhoi and Haiphong	Tonkin	Tues., July 7, 1 p.m.

For	Per	Date and Time
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Athos II	Tues., July 7.
	K. P. O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G. P. O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 8th August.)	

For	Per	Date and Time
Swatow and Amoy	Van Heutz	Tues., July 7, 5 p.m.

For	Per	Date and Time
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia	Tatsuta Maru	Wed., July 8.
	Registration	July 7, 5 p.m.
	Letters	July 8, 8.30 a.m.
	(Due San Francisco 28th July)	
	Foo Shing	Wed., July 8, 8.30 a.m.
	Yusang	Wed., July 8, 10 a.m.

For	Per	Date and Time
Swatow	Patroclus	Wed., July 8.
Saigon, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	K. P. O.	
	Registration	9 a.m.
	Letters	10 a.m.
	G. P. O.	
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 6th August.)	

For	Per	Date and Time
Straits and Calcutta	Kum Sang	Fri., July 10.
	Parcels	noon.
	Letters	1 p.m.

For	Per	Date and Time
Swatow, Amoy & Foochow	Haiching	Fri., July 10, 1 p.m.

For	Per	Date and Time
Shanghai, Japan, U.S.A., Canada, Central and South America and Europe via Victoria B.C. and Europe via Siberia	Pres. Cleveland	Sat., July 11.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria, B.C., 28th July)	

## \*Superscribed Correspondence only.

## PICTURE THEFT AT VERSAILLES.

PARIS, June 12.

A picture has been stolen from the Palace of Versailles. It is a portrait of Louis XIII. by Leonard Gautier, dating from 1610, and depicting the King as a child on horseback.

It was cut out of its frame, which hung in the north wing of the building in the third room on the second floor. The work was done very neatly, and also with great speed, as the picture disappeared between 4.15 and 4.30 p.m., the times at which the keeper passed through the gallery.

Suspicion has fallen on a young man who was seen standing in front of the missing picture. He is thought to have acted for a rich collector. The picture has little artistic value, and it is assumed that the motive of the thief was the desire to possess a picture from the famous museum.

The robbery occurred several days ago, but has been kept quiet in order to facilitate the police search.

This is not the first theft at Versailles since the chateau was turned into a museum. Besides the famous robbery of tapestries, a bust of Louis XIV. disappeared some time ago.

## "WHEN I WAS YOUNG."

REV. F. H. GILLINGHAM LOOKS BACK.

Lincoln, June 12.

The Rev. F. H. Gillingham, Rector of St. Margaret, Lee, who formerly played cricket for Essex, spoke to-day at the Lincoln Diocesan Conference on "Religion and Amusement."

"When I was young," he remarked, "I did not drink. I did not smoke. I did not dance, and I did not play cards."

"I have vivid recollections of so-called Christian games at so-called Christian parties, such as 'Postman's knock,' 'My friend's chair,' 'Queen of Sheba,' which seemed to hold more possibilities of physical amusement than you would normally get at a well-conducted dance."

"If I had a son who said he did not care to go to a dance or to the theatre because he had higher things to attend to, I should be proud of him. But if I had a son who preferred to go to a dance or to have 6d. of dance, a cinema, and then go to a prayer meeting, and who had a picture of a film star stuck up in his room, I should not be ashamed of him and give him the impression that he was heading for the devil."

# REMOVAL SALE

We are offering our  
present stocks at  
**BARGAIN PRICES.**

- Ladies' Hats from \$ 5.00  
Children's Hats „ \$ 1.50  
Ladies' Dresses  
In Voiles, etc. „ \$ 8.50  
Children's Dresses  
with panties „ \$ 3.50  
Evening Dresses „ \$20.00  
Ladies' Bathing Costumes  
from \$ 9.00  
Children's Bathing Costumes  
from \$ 1.50

KAYAMALLY BUILDING.

## WOMEN'S WORLD FOR OUR LADY READERS.

New Treatment to Necklines and Sleeves.



[By Joan Savoy.]

Few of the real summer things for hot days have a full above length of style in them. It is much smarter to end a dress where the old vaccination marks used to go. Just how you end them there is of vast importance. Also just how much you make of what she has have is no small part of the art of your costume.

Having seen a new fashion in bloom in the street, the x of importance in the city "hot" murels, and a new ment.

New Collar Lines Appear.

It is hard to realize as you upon the flattering necklines to just how much punishment every-

stood a year or so ago by that and collarless neckline that sports hings made such a vogue.

his summer you must have something soft about your neck. If it is to be a cowl, it may be a scarf that flippity-flops in the wind. But it usually adds a lady-like softness and it adds a bit of colour too.

of the latest mid-summer to march into smart shops these two important fashion

Sleeves Are Mere Trifles.

you are addicted to green, you will welcome a new-mer that takes soft light green and pipes the frocks and adds tions of wood brown. The sleeves are plain little trifles, but

three brown buttons and a piping of brown give them dignified importance. The neckline has no simplicity whatever about it. It is most intricately cut with a one-sided cowl, a one-sided closing, and a one-sided scarf that can be brought around the neck to fly back over its home-shoulder.

The other frock is a charming white crepe with a dainty daisy trim. The daisies are of the white crepe, made with hand-inserted, yellow centres. The tiny sleeves, daisy bound, flare smartly. The softly draped collar, also daisy bound, loops around in scarf-like manner and ends on one side. This is an intricately cut little frock, with a perfectly stunning fit to it and a flare that is accentuated by the little yellow-centred daisies all around the bottom.

### TO-DAY'S RECIPES.

#### Grapes in Cookery.

Grapes, the lightest and most digestible of fruits, are seldom used in cookery by British housewives. This is probably because until recent years they were an extremely expensive luxury, but this objection no longer holds good. The imported varieties have reached a high degree of excellence, and are now quite cheap—so let us make use of them occasionally.

to add variety and interest to menus.

#### Grape Fritters.

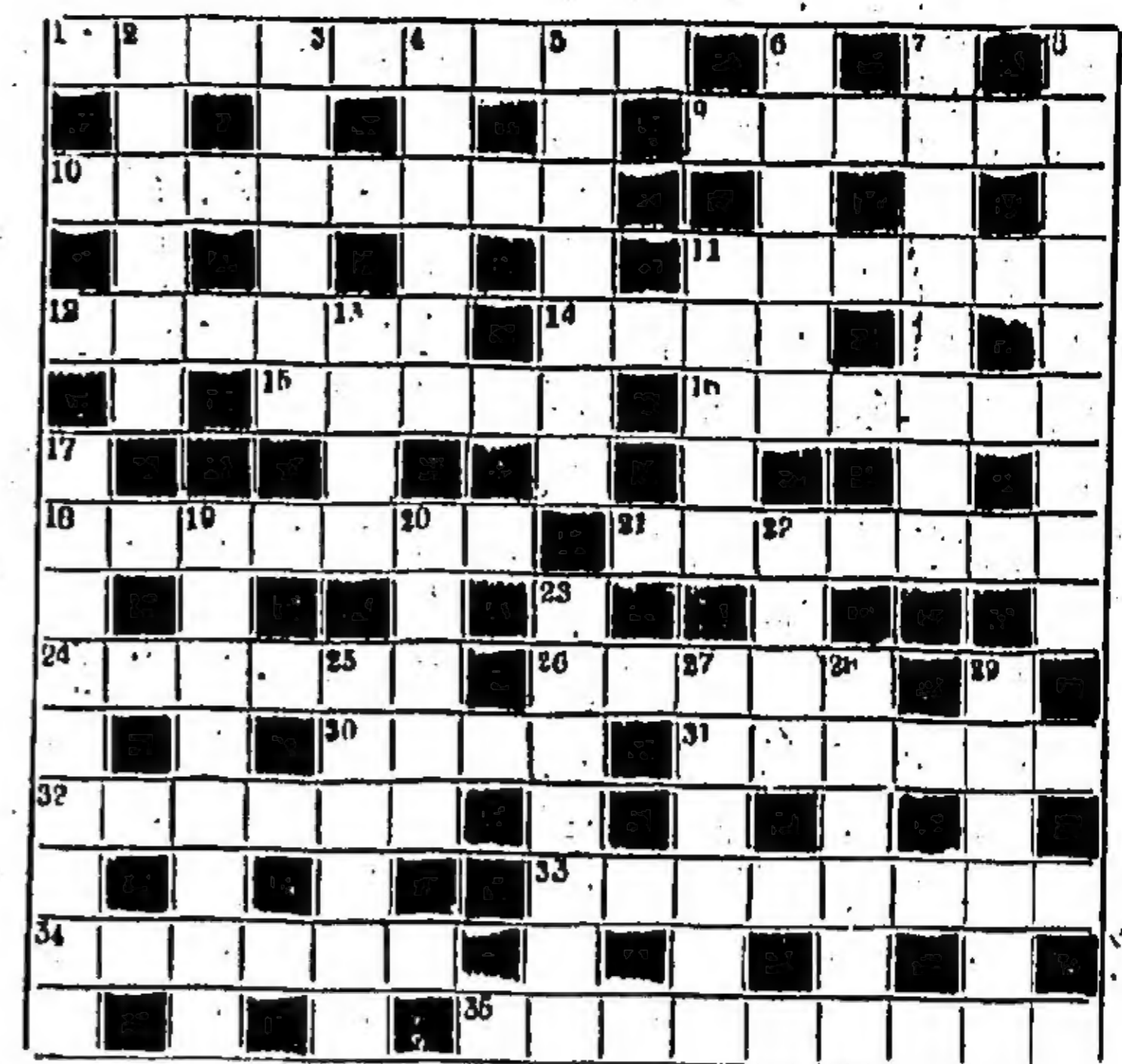
Seed ½ lb. grapes and wipe them dry. Make a batter with 2 eggs, a breakfastcupful flour, a good pinch of salt, 2 tablespoonfuls sugar, ½ teaspoonful milk, a good pinch of grated nutmeg, and a like amount of cinnamon. Mix and beat until the batter is perfectly smooth and free of lumps, then add to it the grapes. Melt 2 tablespoonfuls butter in a large frying or omelette pan, and when

this is hot drop into it the batter in tablespoonfuls. Fry for about 3 minutes on each side, and serve sprinkled with caster sugar.

#### Grape Marmalade.

Remove the stalks from 3 or 4 lb. grapes, put the fruit in a preserving pan, add boiling water to barely cover, and simmer gently till the grapes are tender but not broken. Drain well, pass through a fine sieve, and return the pulp to the pan. To each pint add 12 oz. sugar (or 1 lb. if a sweet preserve is wanted) and boil from 20 to 30 minutes.

### OUR BRITISH CROSSWORDS.



Across

- 1 Many herrings and one berry are pleasant in a tart.
- 2 I am well in with the Spanish gentleman, and, together, we are older in office.
- 3 Opposed.
- 4 There is a terrible row about the piece repudiate this.
- 5 Bright and shining.
- 6 A legal right that is, largely, untrue.
- 7 This generally holds back something—it's what it's meant for—and is reversed before any woman.
- 8 Quite a dignitary, notwithstanding the shop.
- 9 For honour he must not look at home, though gains would seem to be always with him.
- 10 The farmer who uses one has a good pull.
- 11 What hot!
- 12 I thought this was my puzzle, but here's the possessor.
- 13 Article of clothing worn by both sexes.
- 14 Not these.
- 15 Listener.
- 16 I don't forget.
- 17 One of the sea nymphs who attended Neptune.
- 18 Business on a big scale.

Down

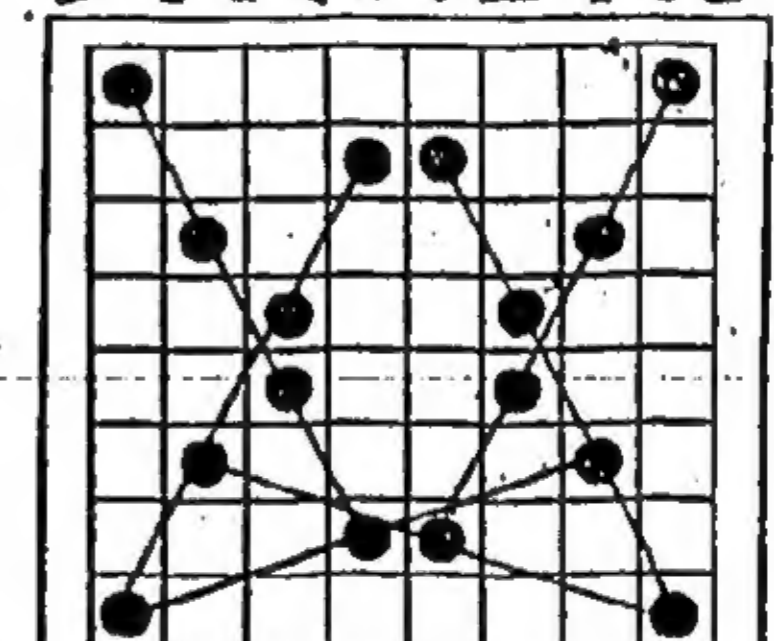
- 2 The adjectival part of Don Quixote's subtitle.
- 3 It is said that these, when emphasised, vex a bivalve.
- 4 It will test a temper better than Gerald's Pan sure (hidden).
- 5 The gardener found 16 essential when he did this.
- 6 Twins that move in a high circle.

- 7 A rebound along the ground of a shot.
- 8 Ecstasy in a Government Department.
- 9 Exclude.
- 10 Scottish river which, even in winter time may be regarded as thin.
- 11 You must understand what the policeman does.
- 12 A man in this "wanted" state goes away in the end.
- 13 May be made by the least skilful.
- 14 In the march, and find a ruler.
- 15 The nymph who married Numa.
- 16 Describes the ordinary person.
- 17 Lozenges, for instance—but don't expect the chemist to stock them.
- 18 Trail—or timber.

Yesterday's Solution

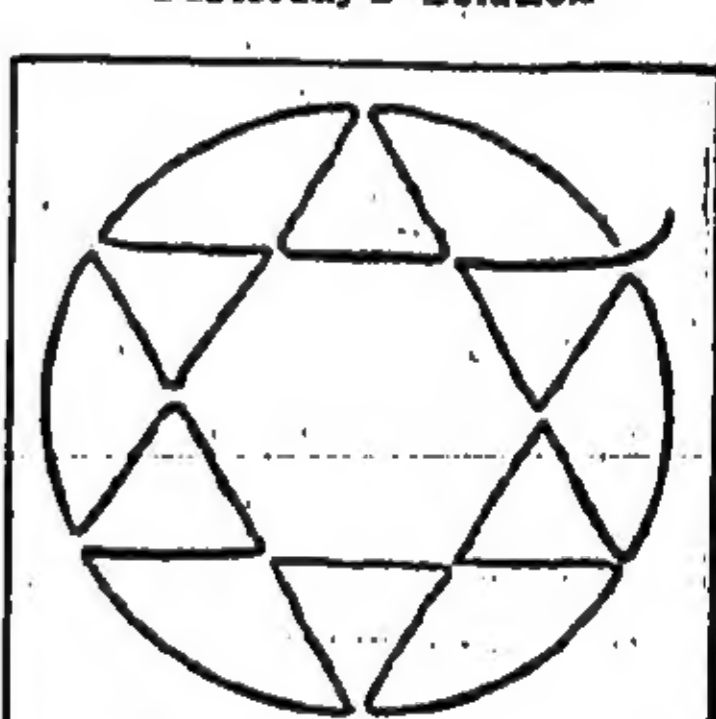
S. G. SWIFT. P. I. MINUTE. M. U. SHANT. M. J. V. I. P. E. Y. E. SPONGE. E. P. A. S. T. E. L. L. E. R. U. R. A. L. I. F. E. M. E. T. T. L. E. O. F. E. T. C. H. E. D. U. A. A. P. R. Y. W. A. L. E. M. I. S. S. I. V. E. E. P. I. S. T. L. E. P. E. T. T. H. E. W. L. T. S. E. A. S. T. E. A. D. Y. L. A. S. T. R. I. D. O. S. A. B. Y. S. H. I. D. S. N. A. T. C. H. S. T. U. R. K. E. Y. G. H. O. X. I. D. E. U. A. L. U. G. A. N. C. U. R. E. S. U. L. T. R. E. Y. S. I. M. O. N. B. S.

### STICKERS



In the above arrangement of checkers, no more than two appear on any perpendicular, horizontal or regular diagonal row. In various oblique directions it is possible to find three and four checkers in a straight line. See if you can arrange the checkers so that no more than two appear in any straight line from any angle.

Yesterday's Solution



The sketch shows how the star and circle can be traced in one continuous line, without a single crossing. The slight gaps are shown merely to make the course clear and the points of the triangles should actually touch.

### WHY HE BROKE OFF ENGAGEMENT.

#### THOUGHT THE GIRL COULD NOT COOK.

London, June 13. A defendant in a breach of promise action at Middlesex Sheriff's Court yesterday gave as his reason for breaking off the engagement that his fiancée was not domesticated.

"She was nothing of a cook," he said, "and as I am a working man

I thought she was unsuited to me." The plaintiff was Miss Margaret Backus, of Parker-street, Silver-town, E., and the defendant Reginald Davey, a motor mechanic, of the Royal Arsenal, Woolwich.

Davey gave evidence that he thought things over while in hospital with scarlet fever, and came to the conclusion that he and Miss Backus were not suited to each other.

Counsel: Didn't you write her nine letters in hospital expressing love for her?—Yes. Were those letters pure deceit to her?—I suppose they were. The jury awarded Miss Backus £50.

### NEW DISPLAY

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A Large Assortment  
of  
**BATHING CAPS**  
and  
**SHOES**

THE PHARMACY  
Arlotto Building, Tel. 20345.

### FRECKLES AND HIS FRIENDS



### A Chance?

### By Blosser

## WATSON'S PRICKLY HEAT LOTION

An infallible remedy, affords immediate relief and effects a speedy cure.

Prices: 75 cts. and \$1.25 Per Bottle

You will enjoy a Most Refreshing and Luxurious bath by using

**WATSON'S  
Household AMMONIA.**

**"DULCIPEL"**

Keeps the skin fresh, cool and fragrant.  
Counteracts the effects of perspiration.  
Exercises a tonic effect on the skin.  
Prevents and cures "Hongkong Foot."

**A. S. WATSON & CO., LTD.**  
THE HONG KONG DISPENSARY.  
Phone C. 16.

## Now On Sale

THE  
**JUNE**

## VICTOR RECORDS.

**S. MOUTRIE & CO., LTD.**

Chater Road.

**A NEW  
ALL BRITISH  
FABRIC.**

**K — M A S**  
**TABLECLOTHS**  
AND  
**NAPKINS**

**K-MAS** is an entirely new Napery Fabric—made for longer and better service, the result of much scientific research and experiment.

**K-MAS** is not an imitation damask. It is quite different from any other Napery Fabric. It looks different too. Its whiter background throws up the beautiful, clear cut designs, fine texture and even surface—No loose threads and never wears woolly.

**K-MAS** Cloths and Napkins you will like, smooth and pleasing to the touch, and they actually improve with washing, whilst no Napkins will last for ever **K-MAS** will stand the strain of frequent washings almost indefinitely.

Your Inspection is Invited.

FURNISHING DEPT.  
**LANE, CRAWFORD, LTD.**

## WATCH THIS AD. DAILY FOR GOOD AUTO VALUE

**CHEVROLET 1½-TON 6-cyl.**  
NEW 1931 MODEL 26.33 h.p.  
Truck Chassis 131" W. B. 30  
x 5 Tires Front 32 x 6 H. D.  
Tires Rear with Spare etc.

PRICE \$2,800.

**CHEVROLET 1½-TON DUMP**  
TRUCK WITHOUT CAB-NEW  
1930 Model 6-cyl. 26.33 h.p.  
131" Wheelbase

PRICE \$2,750.

**CHEVROLET ¾-TON EX-**  
PRESS TRUCK with Body and  
Cab complete 4-cyl. 26.33 h.p.  
109" Wheelbase, 1929 Model  
under 23,000 Miles in Good  
Condition.

PRICE \$950.

**CHEVROLET SPORTS ROAD-**  
STER NEW 1931 MODEL  
WITH 6 WIRE WHEELS &  
WELL FENDERS FULLY  
EQUIPPED

PRICE \$3,160.

VEHICLES MAY BE INSPECTED  
AT OUR STUBBS ROAD GARAGE

**THE HONGKONG HOTEL**  
GARAGE.

The Hongkong & Shanghai Hotels, Ltd.  
Incorporated in Hongkong.  
25, Queen's Road C. and Stubbs Road.

The  
**Hongkong Telegraph.**

SATURDAY, JULY 4, 1931.

## THE DANGERS OF QUACKERY.

A glance through the report of the Superintendent of the Alice Memorial and Affiliated Hospitals provides encouraging evidence that the work of these admirable institutions is becoming more widely appreciated as time goes on. What is even more satisfactory still is that the Chinese are gradually but surely being weaned away from primitive methods of medical and surgical treatment and are taking with growing avidity to scientific ideas. Dr. Gibson records the readiness with which permission was given to early operations in the case of a number of women patients whose lives were saved thereby. It is also most gratifying to know that there is also a growing demand for trained nurses to attend cases of pneumonia, fever, etc., in the homes of patients. The Alice Memorial and Affiliated Hospitals are doing a splendid work in the training of Chinese girls in this work. There is without question a great future in this movement, especially since it has been clearly demonstrated that many of these young ladies turn out to be well adapted for such work. As time goes on, we hope to see increasingly large numbers of Chinese girls adopting nursing as a profession. They could find no nobler occupation.

There are two questions touched upon in Dr. Gibson's report which deserve emphasis. First of all, his remark that the ravages of pulmonary tuberculosis continue to go unchecked in this Colony, due to the lack of a sanatorium where early cases can receive the benefit of open-air treatment. The terrible toll taken by this scourge can be imagined when it is pointed out that, on an average, fully fifty deaths a week are recorded from tuberculosis. Under existing conditions, the evil appears to be growing worse rather than otherwise. Assuredly the time has come when this grave problem should be faced, not only in the interests of sufferers themselves, but also from the standpoint of the general public health. The other point to which attention is directed is the question of treatment given by unqualified doctors practicing Chinese medical methods. Dr. Gibson, after referring to high mortality in children suffering

from broncho-pneumonia being partly due to inefficient treatment in the early stage of the disease, expresses the view that there should be a ban placed on such treatment of young sufferers. He also thinks that cauterization of the skin should be prohibited in Hongkong, remarking that there have been patients who required about a fortnight's treatment to cure the inflammation caused by the cautery. It should be explained that cauterization is quite a common form of treatment amongst the poorer classes of Chinese for all manner of complaints—even for such minor ailments as toothache and boils, or nervous complaints generally. These poor people are persuaded to believe in the efficacy of this crude method, which often does far more harm than good.

It is to be feared that far too much latitude is permitted to people who set up in business here as practitioners according to Chinese methods. We do not desire to condemn all such doctors, for we are quite prepared to believe that some of the remedies they prescribe, like simple herbal prescriptions, may be extremely beneficial. But there can be no doubt whatever that there are hundreds of Chinese practitioners in this Colony who are nothing more nor less than quacks making their living out of a credulous populace. According to the local law, any Chinese can practice medicine or surgery, according to purely Chinese methods, without registration, provided he does not use a name or title calculated to induce people to believe he is qualified according to modern scientific methods. This opens the door to very considerable abuse, with consequent danger to the public. We suggest, therefore, that a widening of the range of registration is called for, and indeed that the whole question of Chinese medical treatment be closely investigated.

## France and the Deutschlands.

French genius exerts itself in many curious ways. Only a Frenchman could have hit upon the charmingly simple scheme whereby Germany would contribute to the checking of competition in armaments by handing over her two finest warships, built under the restrictions of the Versailles Treaty, to France. And only a Frenchman would have ventured the suggestion during a discussion on the type of battleship best suited to outclass the ships in question. Battleships in miniature, the most remarkable fighting craft ever produced, the Deutschlands may well excite French interest. But to ask Germany to hand them over to France, even as reparations in kind, or even to save France the trouble of building a new 23,000-ton battleship to meet this potential "threat," would be a subject for levity were it not quite certain that the proposal was advanced in all seriousness. The French mentality in the matter of armaments, as thus exhibited, is a puzzle to the world, and offers the biggest handicap to limitation. The bugbear is, of course, her insistence on Security, which means to Paris that France is entitled to possess greater military strength than all neighbours who may attack it. If the argument is valid for France, it must be valid to other nations. France could not protest against its arguments if it found them in the mouths of other nations. In the end, unless the Security argument is totally dismissed, the world must arrive at this preposterous proposition: that each nation is entitled to possess, for purposes of self-defence, armies, navies and munitions greater than are possessed by several of its neighbours, north, south, east and west, and that each of its neighbours in turn is entitled to greater armaments than the first nation and its possible allies. It is, of course, a reduction ad absurdum, but it is the inevitable conclusion of the French thesis. The only nation which has considered the Deutschlands to demand the building of a competitive ship is France. Their surrender would avoid that particular form of competition, but to ask Germany this to subscribe to French doctrine is madness, if heroic madness.

## DAY BY DAY

BEFORE MARRIAGE THIS QUESTION SHOULD BE PUT: WILL YOU CONTINUE TO BE SATISFIED WITH THIS WOMAN'S CONVERSATION UNTIL OLD AGE? EVERYTHING ELSE IN LIFE IS TRANSITORY.—Nietzsche.

The Ben Line s.s. Renalder, from Home ports via Singapore, is due here about the 7th instant.

At next Tuesday's meeting of the Hongkong Rotary Club, Rotarian A. Swann, M.A., D.S.C., will speak on "Rowing."

His Excellency the Governor has appointed Mr. J. J. Peterson to be a Member of the Authorized Architects' Consulting Committee during the absence on leave of Mr. B. D. F. Beth.

His Excellency the Governor has appointed Mr. G. G. Wood to be a Member of the Authorized Architects' Consulting Committee during the absence on leave of Mr. A. S. MacKiehan.

It is notified that during the absence on leave of Mr. Karsten Larsen, Consul for Denmark in Hongkong, Mr. Birger Naess will be Acting Consul in charge of the Danish Consulate.

His Excellency the Governor has appointed Mr. C. G. S. Mackie to be a Member of the Authorized Architects' Consulting Committee during the absence on leave of Mr. John Owen Hughes.

It is notified that during the absence on leave of Mr. Karsten Larsen, Consul for Norway in Hongkong, Mr. Birger Naess will be Acting Consul in charge of the Norwegian Consulate.

We shall be obliged by your making known through the medium of your columns, that we are asked to state that the Chinese Maritime Customs having effected payment on the Exemption, the coupon No. 13 of the 1925 Gold Loan 1925, will be redeemable at any of the agencies of the Banque Franco-Chinoise from the 16th July, 1931.

The health bulletin of Eastern ports published for the week ending June 27, contains the following:—Plague, Alexandria 1 case and 1 death; Port Said 1 and 1; Baghdad 6 and 3; Cholera—Calcutta 74 cases and 38 deaths; Rangoon 2 and 1; Chittagong 17 and 6; Bangkok 1 and 1; Saigon 13 and 9. Small-pox—Bombay 1 case; Calcutta 2 cases and 1 death; Madras 1 and 1; Rangoon 1 and 1; Vizagapatnam 3 and 1; Pondicherry 1 and 1; Negapatnam 1 case; Shanghai 3 deaths. Meningitis—Shanghai 4 deaths.

## WATER LEVELS.

### DETAILS FOR WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River on the dates named:

	July 2	July 3
West River at Shihuing	33.8	34.0
North River at Samshui	24.2	24.3
North River at Tsingyuen	12.8	12.5
East River at Shihung	41	41
Shihung, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shihung, 11.5 feet.		
The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Shihung.		

## Even If the Crash Came.

By BEVERLEY NICHOLS.

THE man with the restless hands was talking, and everybody at the dinner-table sat enthralled.

He was a brilliant expositor of what one might call the Tehekov School of Economics—by which I mean the school whose members sob whenever they see a pound note, mindful of the fearful fate which lies in store for sterling.

He was nearing the end of his peroration:

"And after the number of unemployed has been brought up to ten millions by the total anarchy of India, the entire economic structure of Europe will collapse under the first crashing blows of Russia's Five-Years Plan. The pound will stagger and fall up to ten shillings, to a shilling, to a penny. Our imports of food will cease overnight. The vast populations of the north of England will march south, pillaging, stripping the houses of the rich."

Then his hostess interrupted him. She spoke quietly, and her eyes were fixed on the tranquil lawns outside, that were lit by the pale candles of a June sky.

"I wonder what they would take here," she said.

"There are some bantams, I believe. And the remains of two asparagus beds. And I know there are some tins of soup, because we had it this evening."

Her grey English eyes turned gravely, met the eyes of the speaker. It was he who looked down first.

### Drastic Reductions.

You may say that she was a tiresome woman, blind to economic possibilities, a woman who deserved to have her house invaded by a hungry mob.

Or you may say that he was a tiresome man, a Jeremiah of the Stock Exchange, obsessed by the fall in securities.

Both contentions are reasonable. Yet I think that the average reader will sympathize with the woman, because she expressed the sort of divine common sense that is woman's greatest gift to the world.

Wherever I go, I hear people talking about the forthcoming "crash." It is a very good thing that they should talk about it.

It is highly desirable, for example, that the holders of Government securities should realise that those securities are not gilt-edged by any law of nature—that they are only gilt-edged as long as the Government which issues them is fed by the industrial activities of those to whom they are issued. In proportion to the reduction of profits from those activities, the gilt is tarnished.

There seem to be many reasons for believing that the people of this country may soon be compelled to endure a drastic reduction in their standard of living.

That is no excuse for wild talk of revolution and national starvation. When the reduction has actually taken place, I believe that it may be a little less difficult to bear than we imagine.

For we shall all be in the same boat!

There is solid comfort in that consideration. If you have been used to living in a big house, with lots of servants and several motor-cars, it is a very real personal tragedy for you to be forced to leave it. But nine-tenths of the tragedy

lies in the fact that your pride is wounded.

You know that people are talking about you, with sympathy or contempt, discussing your misfortunes, wondering whether you will ask them to lend you money.

But if you live in Number 10 de Luxe-street, and you are suddenly confronted by the necessity of living in three rooms, your tragedy is infinitely lightened if the occupants of Number 9 de Luxe-street are moving out on the same day.

### Sacrificing the Car.

In fact, you are not quite sure whether it is a tragedy at all, when you remember how that tiresome old Lady X, who lives in Number 11, will be forced to let her Poldnese sleep in her bedroom, instead of snoring away in its own private suite.

If you have a car . . . however large or small . . . and you are forced to give it up, you will miss it terribly, of course. But not so terribly when you get into an omnibus and see your neighbour, whose car you always coveted sitting opposite to you.

If everybody is shabby, the atling is taken out of shabbiness.

If everybody drinks beer, you will not be greatly disturbed when the last bottle of wine is taken out of your cellar.

If everybody is too poor to dress for dinner, well . . . I fall to see how that could be tragedy, except to the feeble-minded.

### Even the Snobs . . .

Even the snobs need have no fear. If you want to be exclusive you can be exclusive in a back bedroom.

Lots of people are being exclusive in Mavfair stables even now.

If you are proud of your name, there will be no need to worry because the house that bears that name has been commended by a government of economic maniacs. On the contrary, you will be able to show that your name is not an empty echo, that it needs no lofty ancestral halls to give it resonance, that you can make it heard, and respected, above the shouting of the mob.

Edwardians could not say they were poor.

Perhaps a few odd daring women, who smoked cigarettes in public restaurants, might have said it, but they must surely have embarrassed their friends dreadfully.

Nowadays, Georgians, would cause an equal embarrassment if they let it be known that they were rich.

There are a few very rich men left in England—and they deserve our admiration and respect, for they are mostly knights who have emerged victorious from an unparalleled economic affray. But most of the fairly rich people keep quiet about their riches. Partly, one supposes, in order to avoid new indignities from the income tax authorities; but also because they have a real feeling that to be rich, in these days, is slightly improper.

That is emancipation—to be able to admit one's poverty. To be able to throw off the mask, to relax in the terrible social struggle, to be oneself.

Now please, before sending any anonymous letters, pause to consider that this a purely imaginary account of the possible state of society after the threatened economic collapse.

### —And Habit.

I am not pleading for a general reduction of wages—partly because I have not the faintest influence and partly because I should be only too delighted if everybody had twice as much money as they have now.

Nor am I anxious to see a nation on one flat drab level of poverty.

I hate flat, grey countries geographically and economically. Being fiercely competitive myself, I like to think of life as a thrilling race for glittering prizes. If the prizes are not to be had, or if they are so reduced by Socialist legislation that you cannot see them glittering, life becomes a comparative dull affair.

All I wish you to believe is that if the worst comes to the worst it will probably be not quite so bad as we imagine.

There is a well-worn maxim of the military historian, that "methods of defence march hand in hand with methods of attack."

In plain English, that means that if X makes a gun twice as powerful as a gun previously made, Y will create a barrier to resist it twice as powerful as any former barriers.

The same maxim might be applied economically. Adjustments can be made. Emergencies can be met. There are so many watchmen warring us of disaster, that their voices may be heard.

And Habit—that strange, unseen cement of nations—is a larger item on the balance-sheet of this country's wealth than most of us realise.



"Now, now, please don't start crying. Remember how red it made your face the other times."

**FREE** As the illustration suggests, with free wheeling your car may be filling at 8 miles an hour while the maintenance of your car is turning the wheels at a speed of 40 miles per hour.

**WHEELING**

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# Hongkong Telegraph

## Pictorial Supplement

July 4th, 1931.

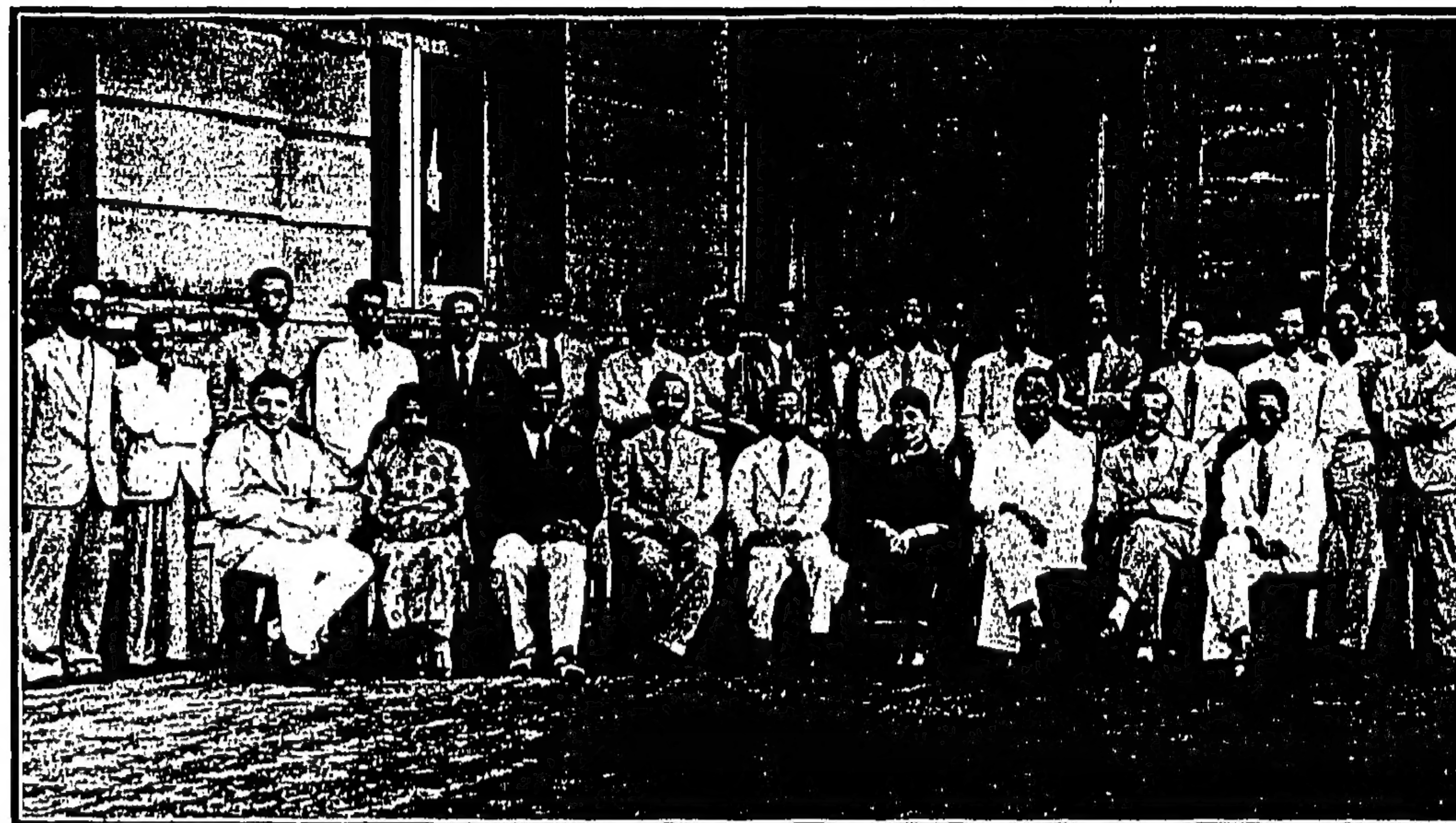
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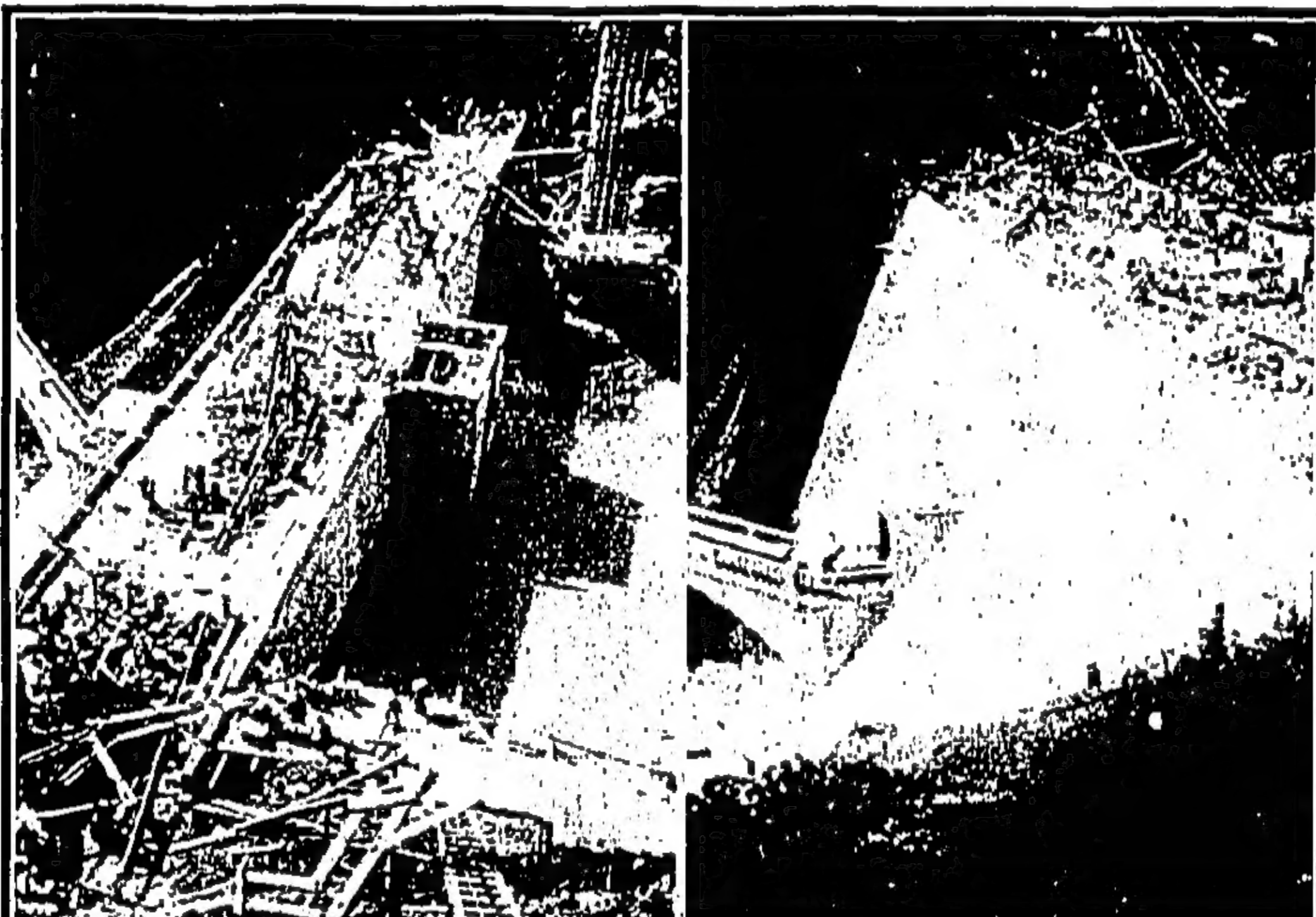
Members of The Bowen Players, R.A.M.C. Dramatic Society, who recently gave a most successful performance at the Military Hospital of P. G. Wadhouse's "Good Morning, Bill." (Photo: Lee Fong).



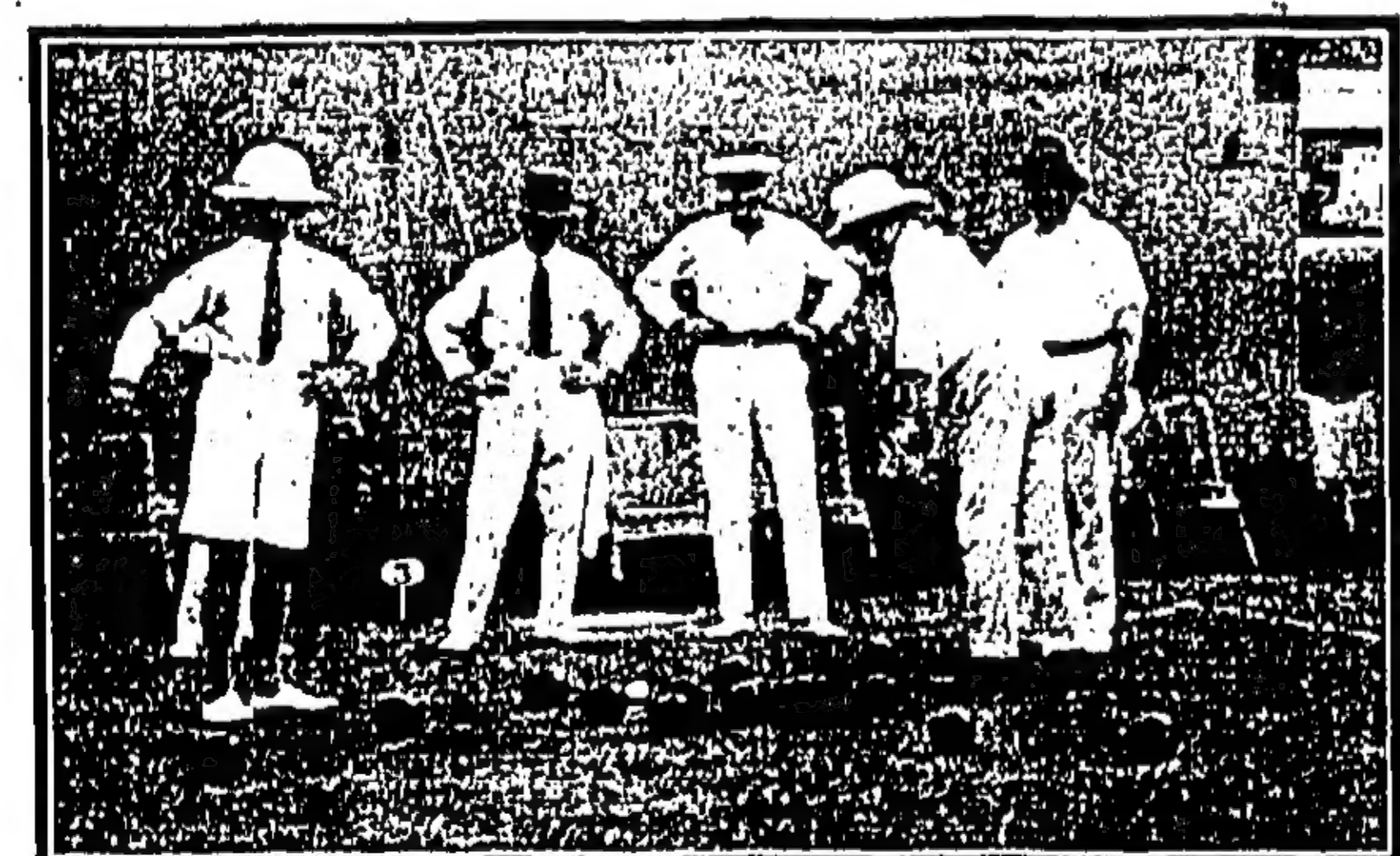
This group was taken on the occasion of a tea party held by the Hongkong University Photographic Club in honour of its President, Hon. Mr. R. H. Kotewall, on Friday of last week. (Photo by the H. K. U. Photographic Club).



One of the many stalls at the St. John Ambulance Fete held at Lee Gardens last Saturday. (Photo: Mee Cheung).



These photos show the progress being made with the Aberdeen Valley waterworks scheme. Left, the back of the retaining wall and part of the bridge supporting the outlet pipe. At present the wall is about 50 feet high; when finished, the depth of the reservoir will be well over 100 feet. Right, the retaining wall as seen from tower shown in picture below. (Photos: Mr. J. Fletcher).



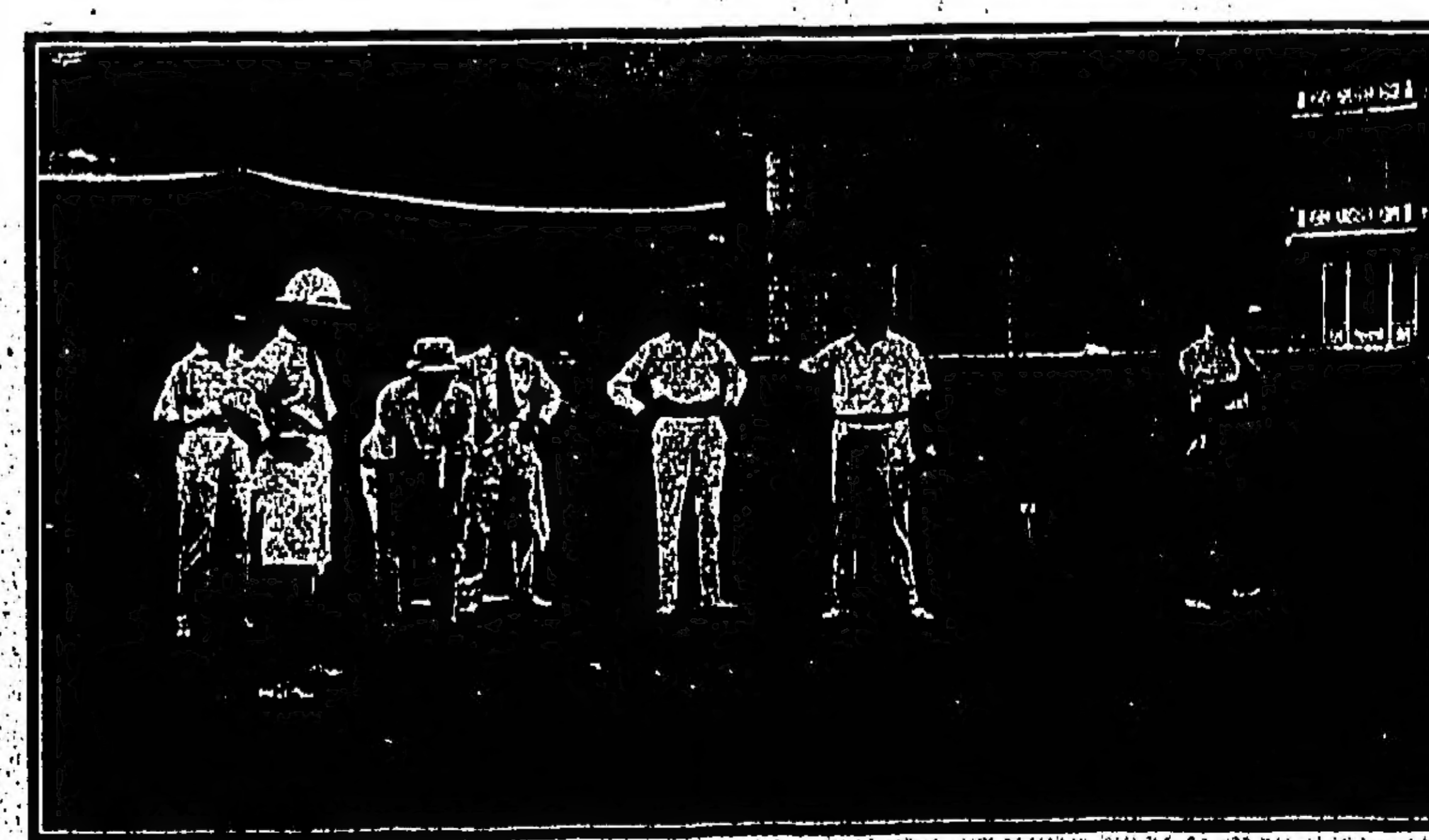
Civil Service proved too good for the Police in the First Division bowls match on Saturday on the Police ground, winning by ten shots. The above photos show the match in progress. (Photos: Mee Cheung).



The 80-foot tower by which the mixed concrete is elevated for running down to the retaining wall of the new Aberdeen Reservoir by means of chutes. (Photo: Mr. J. Fletcher).



There were gay doings at the Fete in aid of the St. John Ambulance Brigade, held in the Lee Gardens last Saturday. Top, some of the large crowd present; bottom, the chute attracting much attention. (Photos: Mee Cheung).



An interesting head in the Bowls League match in which the Civil Service defeated the Police last Saturday. (Photo: Mee Cheung).

# WOMAN'S PART IN AVIATION. A CHAT WITH MISS RUTH NICHOLS.



Ruth Nichols, society aviatrix who recently came to grief on the eve of her proposed Atlantic flight, is shown above. At the right she is seen in a new posed portrait, and lower left you see her in a close-up as she appears in her flying togs. Above she is pictured as she emerged from the cockpit of her plane at Roosevelt Field, Long Island, at the end of a record-breaking transcontinental flight of 13 hours and 21 minutes from Los Angeles—a time bettered only by Captain Frank Hawks.

Let a woman break an aviation record, and what does it show? Superiority of the feminine sex? Not at all.

"It merely means that flying itself isn't such a heroic thing. It brings flying near the staple class of transportation, like trains, motor-cars, ships."

"That is the matter-of-fact and extremely modest view which the famous Ruth Nichols takes of the thrilling, record-breaking feat she herself has accomplished."

"Women are still frail, in the eyes of the world," said this lithe, indefatigable person who, in December, crowned a series of aeronautical achievements by flying alone across the United States in 13 hours, 21 minutes—a record bettered by only one aviator of either sex.

"Therefore," she continued, "when a woman breaks any kind of flying record, she shows it isn't such heroic difficulty to fly. In other words, it brings flying nearer the comprehension of everybody. After all, if women can do

these things, they must be simple!"

Sees Flyers as Pioneers. Flying, to this clear-eyed, intelligent young person, is the last pioneer movement. Of it she said:

"Women have a part in conquering the air, just as they had in conquering the wild, new country in the old covered-wagon days, but why bring up that sex-competition idea? Was there any question of what part women were to play, weren't they just accepted? and their contributions welcomed? They drove, cooked, scouted, for food, even fought Indians and had nothing to do with it. The flying girls to-day can fit into the air picture, do their part quite as competently, without any fuss about sex-competition."

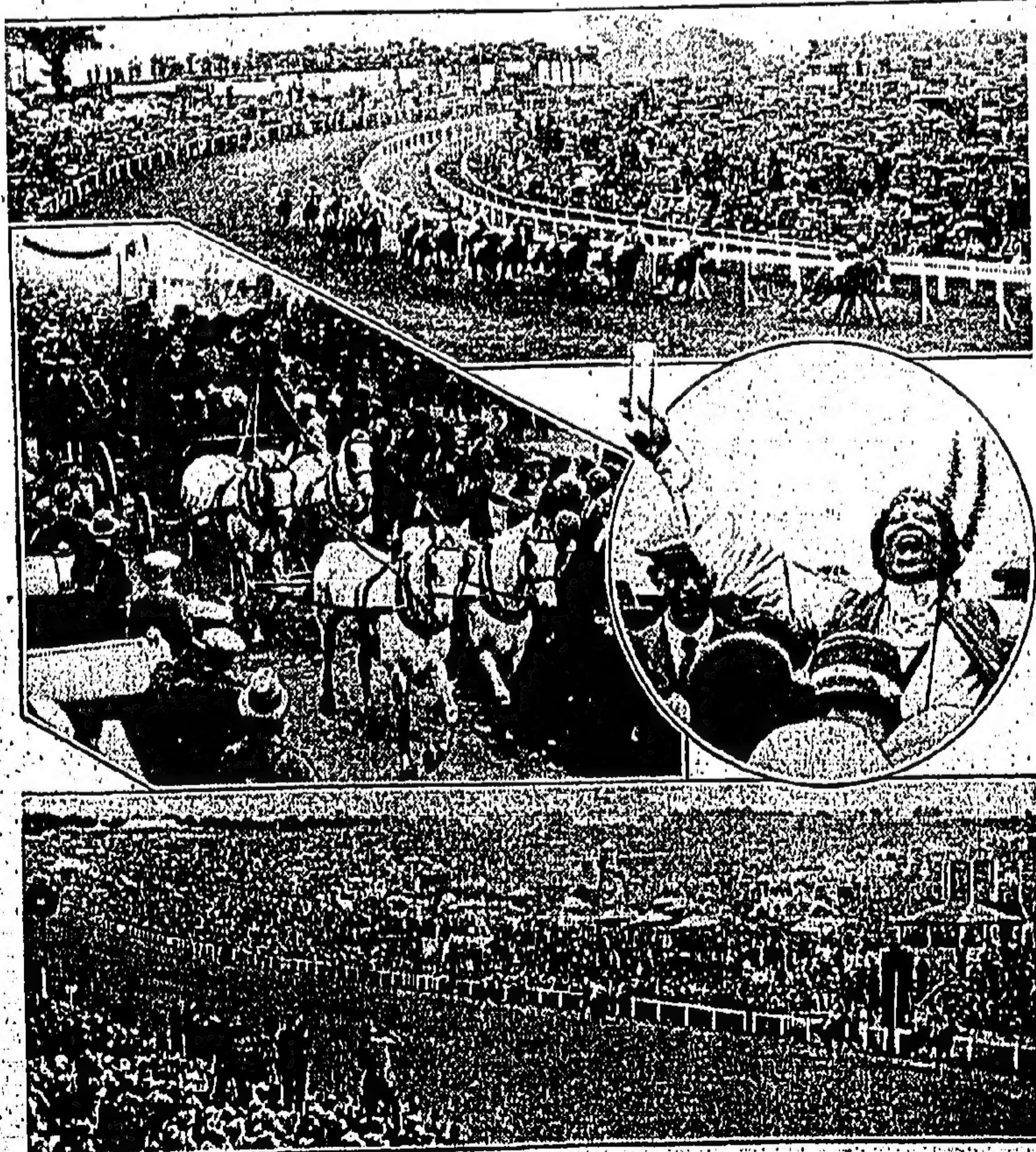
Ruth Nichols certainly is doing her part heroically. She has been flying eight years, ever since her Junior year at Wellesley where she got her A-B in 1924. Her decision to go into aviation, instead of social legislation, was made this

way. Her parents took her to Atlantic City for a treat one summer when Eddie Stinson was there flying commercial passengers. She paid her \$15 and Eddie gave her her money's worth by looping a few loops. Ruth emerged a bit shaky in the knees but determined that she too, some day, would know how to loop the loops.

Of women's special place in flying, Miss Nichols said:

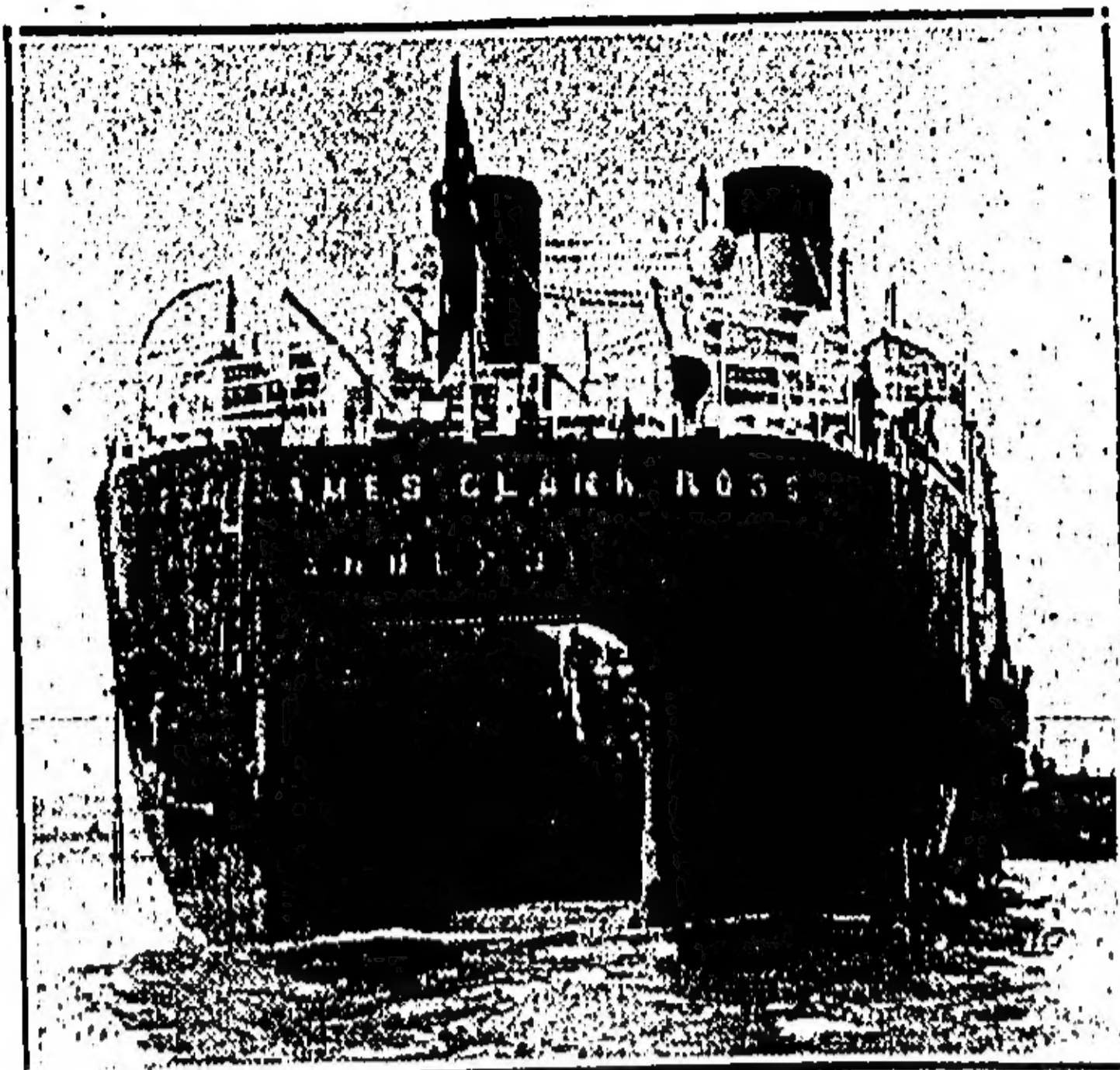
"Flying is now in the record-breaking stage. Any pioneer in breaking marks, its progress by broken records, and along with them go romance and thrills. Flying is the first modern movement where women have got in on the ground floor, so to speak, and can try everything. Women probably could drive trucks and pilot a trans-Atlantic steamer quite as well as men but they don't have a chance to try it. They can fly, however, and the more they fly, and the more they succeed in breaking records, the sooner aviation will become a staple mode of social legislation, was made this

## TYPICAL SCENES AT THE DERBY.



The classic of turfdom's classics is the Derby, a race that is 150 years old. Derby Day, June 8, has become Britain's great gala day, as the scene from the Derby, shown above, suggests. At the top, the horses are shown taking the turn at Tattenham Corner, with the vast crowd in the background. An aristocratic party with coach and four is shown at the left, while to the right is a tipster shouting his words. Below is pictured the scene at the finish, the rolling downs in the background being one seething mass of admirers of the thoroughbred.

## MAMMOTH WHALER. Modern Methods Nowadays.



Eighteen thousand tons of whale oil, valued at \$2,250,000, were brought back from the Antarctic by the giant tanker, Sir James Clark Ross. Here's a stern view of the ship, largest whaling vessel afloat, as it lay at anchor off New York. Through the shipway, clearly seen here, the whales are shunted to the decks.

There's a lot of difference between the old-time "Moby Dick" whaling adventures and the swift, efficient means of slaughtering the giant mammals to-day, but there's not a man of the crew of the Sir James Clark Ross that regrets the change. Their vessel, one of the largest whaling ships in the world, has reached New York with the greatest cargo of whale oil ever taken out of Antarctic waters.

Nearly 250 Norwegians, browned by months of icy winds and night sun, have been turned loose in New York with more money in their pockets than the average seaman is likely to save in a lifetime. For the crews of whaling ships work on shares, and after the expenses of the voyage have been paid, each man receives an allotment according to the work he has accomplished.

One Share, \$40,000.

So it is that weather-beaten Edward Jorgensen, hero of the 25,000-mile cruise, will receive almost \$40,000. For he shot 253 whales of the total of 1,444 that were taken on the voyage, and his personal total now is 2,700. The value of the 55,000 barrels of oil brought in by the whaler is something more than \$2,000,000. All of it has been sold to a soap factory.

There's a lot of hue and cry about the threatened extinction of the whale, but Captain Oscar Nilsen, master of the Ross, will tell you that he saw more in Antarctic waters this trip than in many a previous year. Also that he could have taken many more whales this year if he had had room to store the oil.

Big Business New. The big two-masted vessel, a

floating factory that is as mechanically efficient as a stockyard packing plant, carries ten "chasers," or smaller craft, which are sent out amongst the flocks and herds to make the kills. In the bows stand gunners, with guns which fire explosive harpoons.

When a number of whales have been slain, they are tied together and towed back to the "cookery." In the stern of the Ross is a large square opening, with a sloping runway from below waterline to the deck, up which the whales are dragged.

On deck they are cut up and carried by conveyors to a system of boilers. Even the bones are cut into tiny pieces by electric saws and boiled several times, so that every drop of oil is extracted.

Weather Mild, 38 Below.

All kinds of whales are captured—blue, sperm, fin, humpback, and "lugs"—ranging in length from 20 to 100 feet. One monster in the latter class was so heavy that the donkey engine hoist was pulled from its moorings when it tried to land the catch.

The men had plenty of whale steaks, and penguin eggs in the Ross Sea, and on Saturday nights there always were several rounds of Scotch. For the days were 24 hours long down there, and every man, sure of rich rewards, worked on 16-hour shifts.

The weather, Captain Nilsen said, was remarkably mild, although he admitted the temperature never rose above 38 degrees below zero. There was only one death, and it was not in line of duty. The body was brought all the way back to America, for a burial at sea, in the whaling grounds, always means bad luck.

## A CHARMING STUDY.



Dolores Costello, who has just returned from her tour of the world, is holding a small animal in her arms.

## THE HIGHEST OF EYE MEN.

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## NANCY CARROLL. Success of Personality.



Hard work and plenty of fighting have carried Nancy Carroll from an obscure chorus girl to the top of Mt. Moviana in seven short years. That's what Nancy will tell you.

Others have a different idea of the principal reason for her rapid ascension—her extremely vivid personality. Of course, the hard work and willingness to fight for what she wants have been important factors, but they run second to her personality. Nancy either is liked intensely or disliked just as intensely. Her personality is that strong. Nobody passes her by unnoticed.

Naturally, such a person is bound to succeed in any walk of life. And this holds particularly true in the motion picture industry, where success is entirely dependent upon fans. When Nancy's name goes up in electric lights fans flock to the theatre, some to sing her praises and others to convince themselves that she is terrible. But they go just the same. And if any of the latter class happen to change their opinions they don't say, "My, she's all right after all." They say, "That girl is great!"

It was with the desire to find out just why the red-headed actress is rated as the third biggest feminine box office attraction in pictures that we decided to take another chance on the food served in the Paramount cafeteria order to have a lunch with her. Nancy was rehearsing for "Follow

Through" and thought she should stay in the studio so that she could be reached when needed.

Seven years ago Nancy and her sister got jobs in the chorus of the "Passing Show of 1923." A dance specialty put Nancy in the leading feminine role three weeks later. For four years she danced from one musical comedy to another, both in New York and Los Angeles. Then Louis MacLoon, Los Angeles producer, gave her an opportunity to display her dramatic talents in the feminine lead of "Chicago." That show marked her farewell to the stage. Film producers all wanted her before its run was half completed.

To watch her fight for what she considers her rights, one would think Nancy's whole soul was wrapped up in pictures. But as a matter of fact they get only a third place in her interests and a pretty bad third at that. Her husband, Jack Kirkland, and her four-year-old daughter, Patricia, both are way out in front.

"Are you going to have your daughter follow in your footsteps?" we asked, as the conversation drifted around to the baby. "That will be entirely up to her," replied Nancy. "I will see to it that she has every educational advantage and then let her choose her own career. My mother was strenuously opposed to my becoming an actress, but I don't believe in that. I think every person has a right to live his or her own life as long as it is an honest one, so I am not going to influence Patricia in any way."

# fashion up your sleeve

never have there been  
such fantasy, glamor  
and originality as are  
to be found this year  
in new arm treatments

by  
*Julia*

**Y**OU who look for the latest thing whenever your wardrobe needs replenishing, should cast your eye first on the sleeves new tops are boasting.

Never was there such fantasy in sleeves, such glamour, such originality.

The truth is, collar lines have had their day, and while still vastly important they do not come in for the lion's share of attention. Waistlines huddled around, running from hips up to bust and finally settled at approximately the place where waistlines should be.

But sleeves have been let alone for a long time. With everything else somewhat crystallized in the new mode, they are having their fling.

In the first place, instead of being sleeveless, many of the sports things have the cutest little wafts of this or that for a sleeve motif. Cap sleeves, double and triple ruffles, tiered effects in gala color—these are only a few of the more modest sports treatments.

They have puffs here and there. Fine organdie, for instance, may flare out into a Japanese lantern effect over pretty elbows in a pastel colored afternoon frock, then continue straight down in a demure manner as if they had never stepped out at all.

**I.** IF you are going places and seeing things this summer, you will want at least one of the ultra sheer wool crepes that are light as a cotton frock and yet comfortable as can be when it is a little chilly.

One of these is a beige and brown plaid, has simply swell sleeves, sleeves that start out to be straight, suddenly go on the bias right at the elbow and introduce a large diamond-shaped motif that folds over and returns with a button and buttonhole, just like a second cuff, no placed and tremendously effective because of it.

These long sleeves have flaring cuffs of white linen and the frock, altogether more ting in its cut, has an unusual white linen collar too.

**II.** IF you need a cheery and chic morning outfit, for driving your husband to the suburban train, shopping, dropping in for one round at the country club golf course, there is a Chanel model of a leaf green crash jumper suit that should hit you between the eyes.

It is the new non-crushable crash, which is something to begin with. It is made with real flare about knee height so you can get place in this frock. It has the cutest little guimpe with something new and enchanting in sleeves, a horizontal gulet introduced into the abbreviated green, yellow and brown linen sleeves, that kick out in the manner. There is a handkerchief of the same linen, and of course a collar and four in-hand tie.

for seeing things in summertime... a Bonwit Teller sports study of beige and brown plaid with sleeves that start out straight and then go on the bias right at the elbow.



II. cheery and chic for the morning... Bonwit Teller presents abbreviated sleeves of green, yellow and brown... with a green crash sports suit.



III. for watching sports events... or for just sitting around... Lord & Taylor offers this, of black and white Irish linen... with double cap sleeves of black on white to set it off.



IV. afternoon sleeves in a Patou black and white crepe de chine ensemble... with puffs and sloping shoulders.



V. dressy but comfortable... an afternoon jacket suit by Lemoff... of printed silk in navy blue and white, with drop sleeves and long, tight cuffs.



**III.** FOR a chic spectator sports suit that would do you proud at the country club, the yachting races, the steeplechase or just to sit around in on your own front porch on a warm day, there is a marvelous black and white Irish linen frock that features a double cap sleeve, with the black on top, for a change. The skirt is black linen, pleated. The overblouse is white, with huge coin dots, sparsely spaced, of black. The cap sleeves are brand new and startlingly pretty and the white under cap is emphasized by the tiniest of black pipings. These cap sleeves extend just over the shoulder, with the front and back of the neck left banded in black.

**IV.** SHOULD you need an afternoon ensemble that would stand up under an invitation to a formal tea or a luncheon party followed by bridge or a reception, Patou makes a black and white crepe de chine ensemble whose sleeves alone would intrigue you, without your seeing the rest of it.

These sleeves have puffs around at the usual short sleeve length, after sloping shoulders have already given you a quaint look. The sleeve puffs are in the wrap, which is a seven-eighths one, with a pleated skirt to it just like the skirt of the frock under it. The frock has the tiniest sleeves, finished with a fine lingerie.

**V.** FOR a dressy little suit, you might look at one that combines plain blue flat crepe with a lively blue and white floral print, in a rather formal tiny pattern. The frock itself has the printed material for its top yoke and drop sleeves with long, tight cuffs of the plain material.

Over this goes the cute little straight line jacket with ruffles around the bottom and front and with three-quarters, flaring sleeves with a flock of ruffles edging them. The tight navy blue cuff of the frock contrasts in enchanting manner with the ruffy coat sleeve that falls back, should you lift your arm to light a cigaret or adjust that openwork white straw hat with its blue banding.

**VI.** THE short-sleeved bolero jacket is the answer to the wrap problem in many a summer dance frock ensemble. In a lily pad green organdie, embroidered in white, the little bolero jacket has tight, cap sleeves that are rounded up to give a graceful line that is becoming to the arm. The jacket itself has the same curve to its lower edge. Two crisp peplums, in tiered minaret effect, flare out below the hips.

It is essentially the frock for you if you are young and romantic. But of course everyone should feel that way in summertime.

VI. bolero again... split cap sleeves give a light appearance to this dance frock ensemble by Bonwit Teller... and also lend a becomingly graceful line to the arm... it's yours if you're young and romantic.



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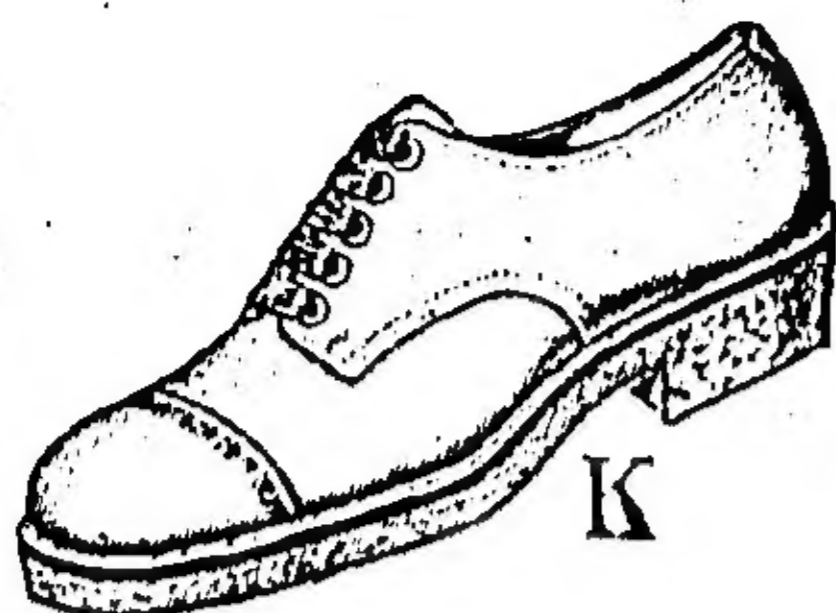
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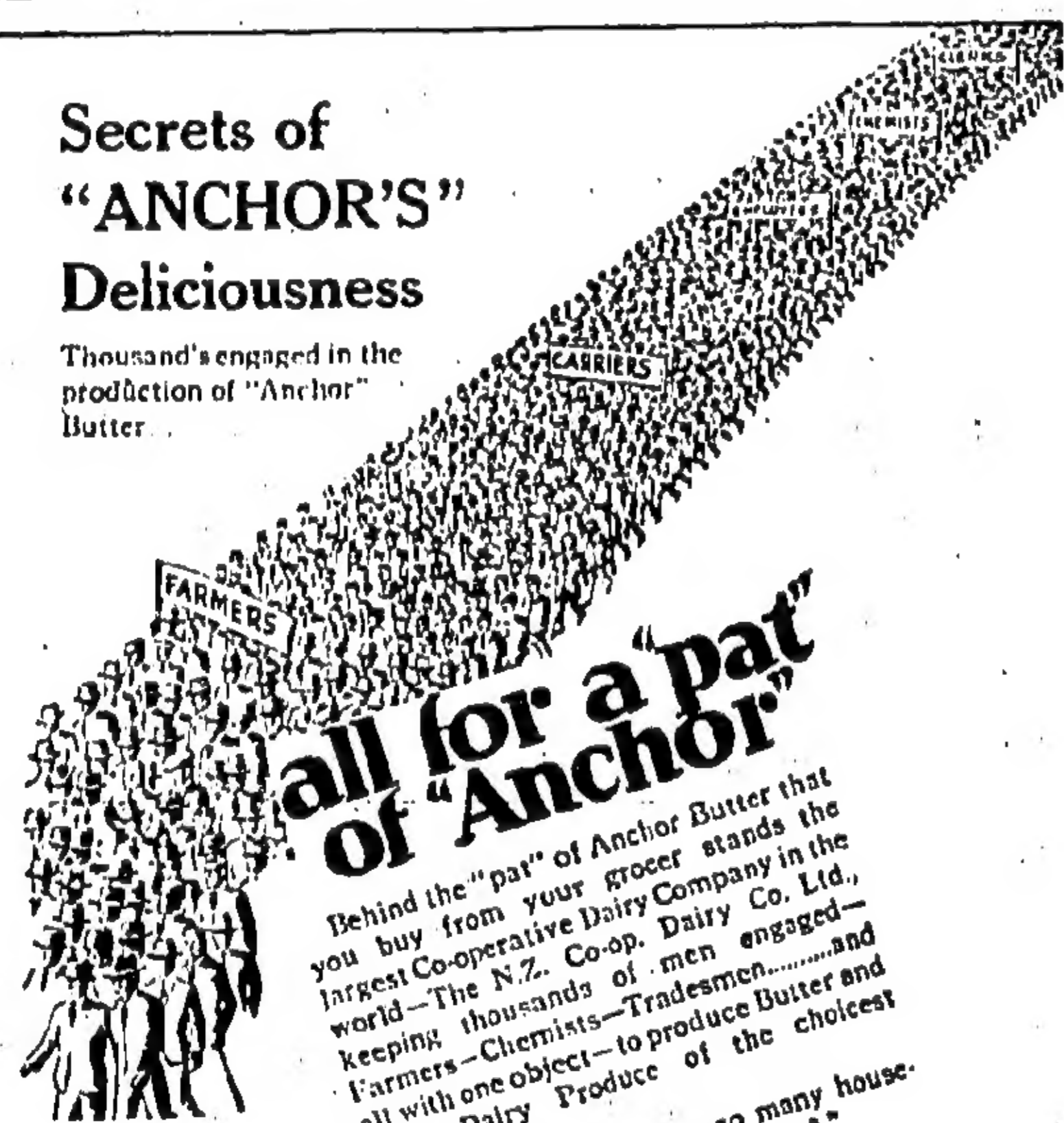
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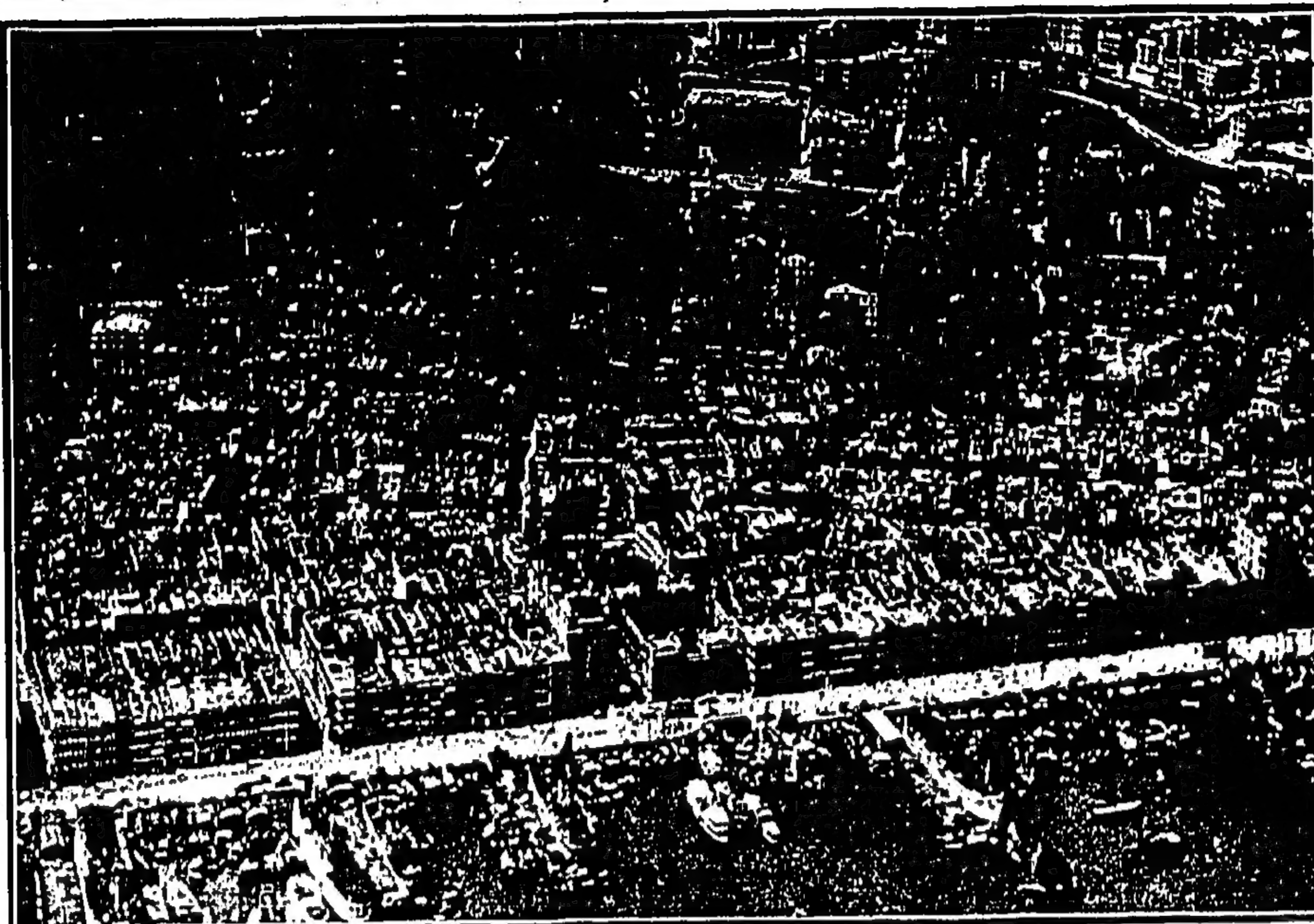
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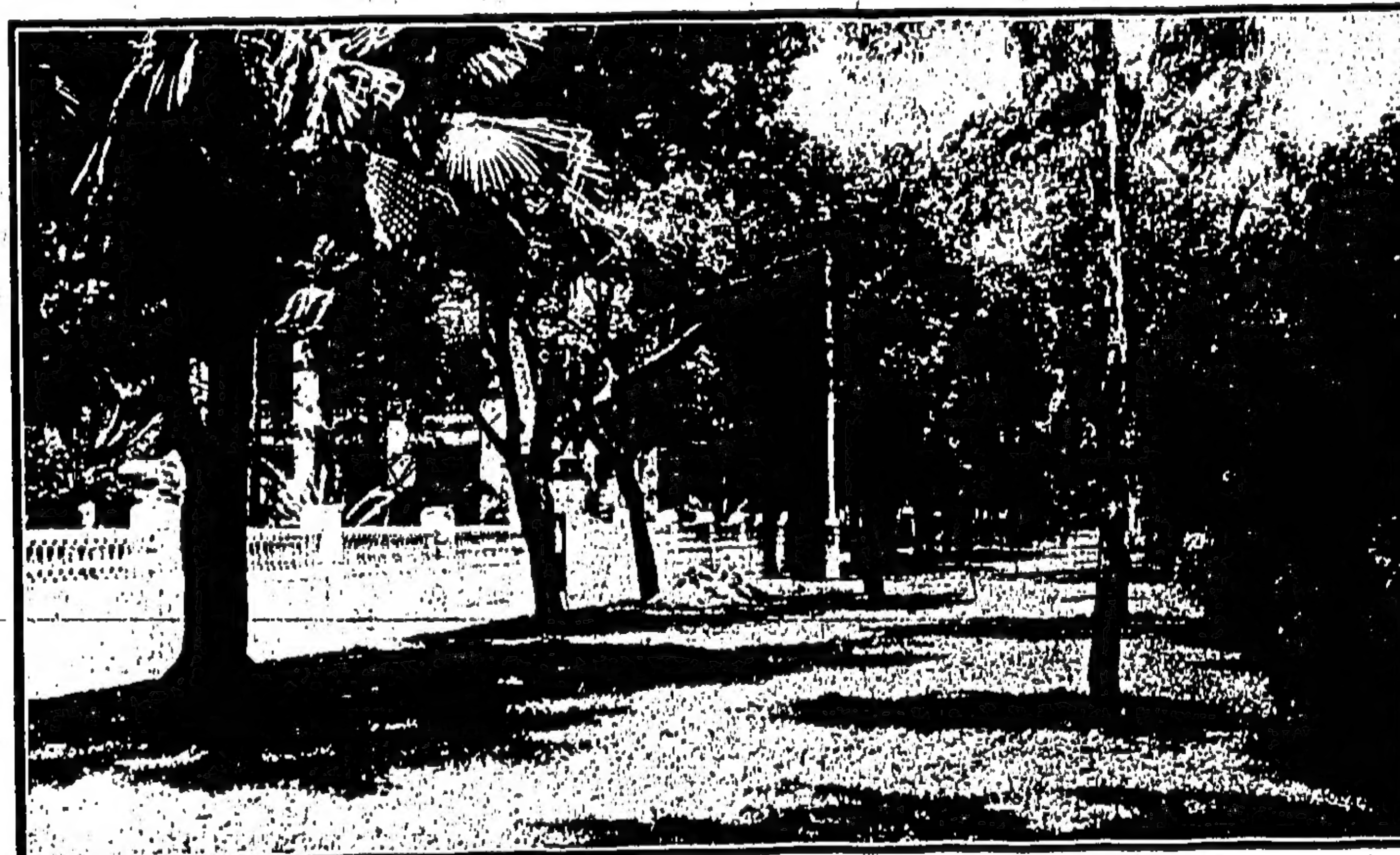
A magnificent aerial picture of the western district of Hongkong Island, showing how closely packed together the houses and other buildings are. River steamer wharves are seen in the foreground. (Royal Air Force Official Photograph: Crown Copyright Reserved).



Street chess is a popular pastime with Shanghai Chinese. This study shows players intent on the game.



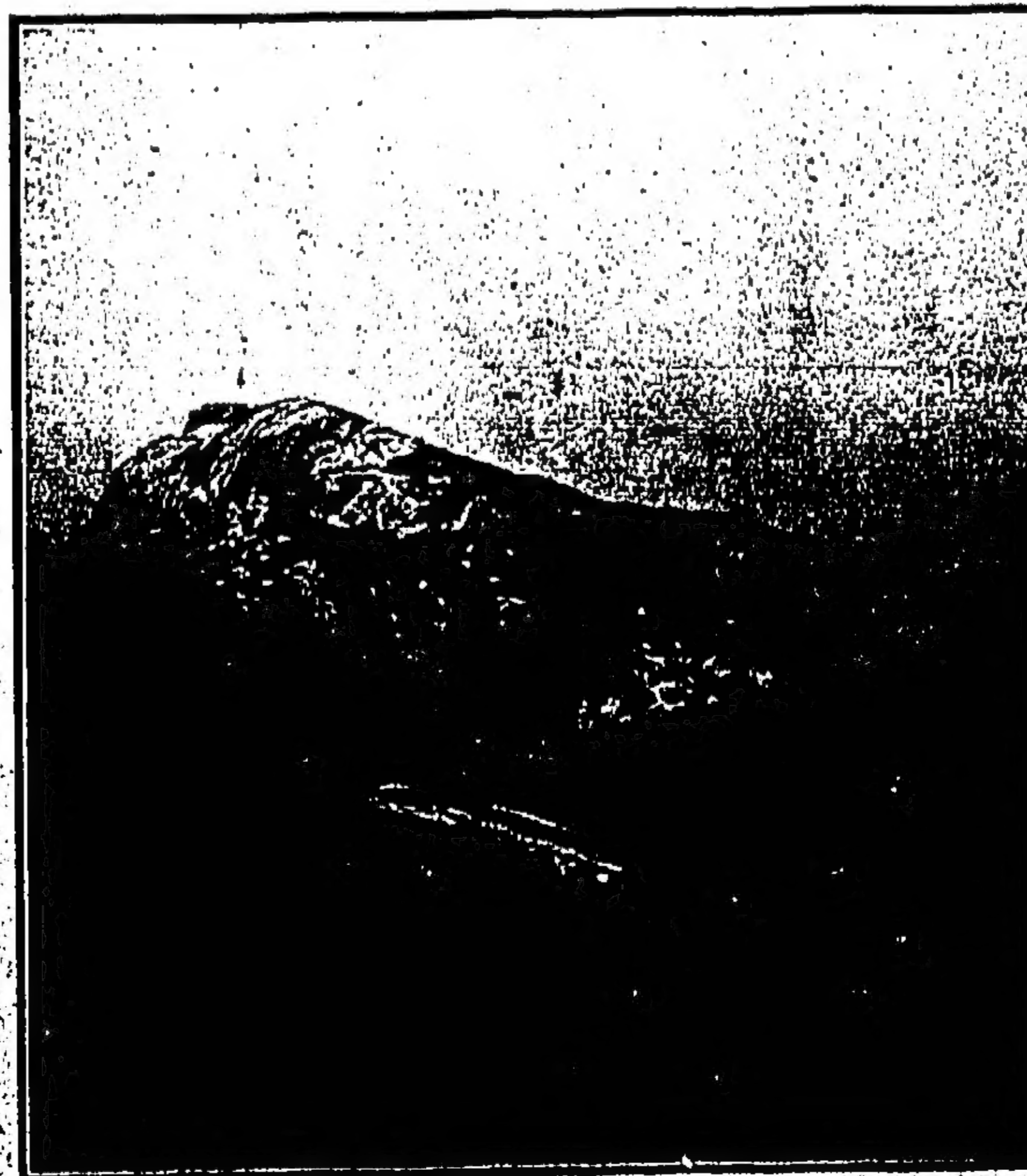
John Wong, who headed the honours list in the Junior Section of the recent Trinity College musical examination.



This charming avenue is situated in the British Concession at Shameen. The British Consulate is dimly seen through the trees on the left.



Marion Vincent, who secured honours in the Preparatory Class at the Trinity College of Music examination.

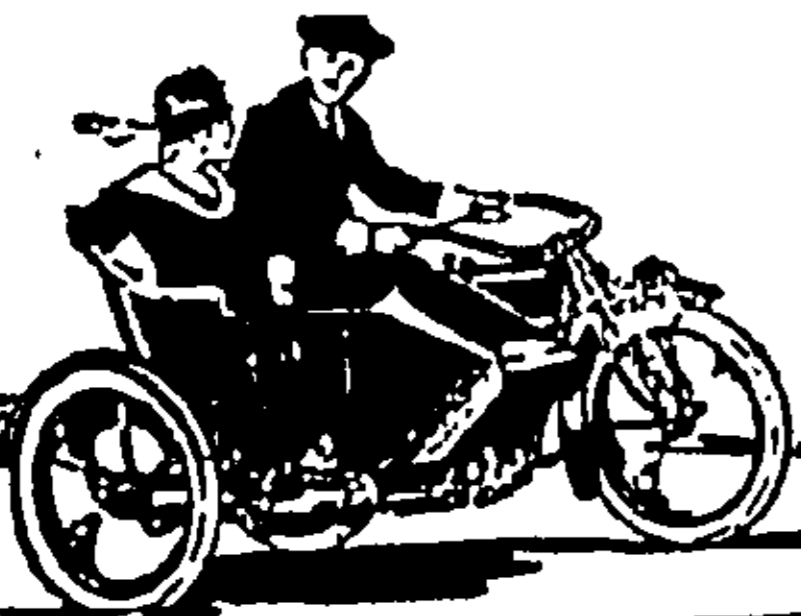


One of the many beauty-spots of Cheung Chau Island, known to visitors as Italian Bay.

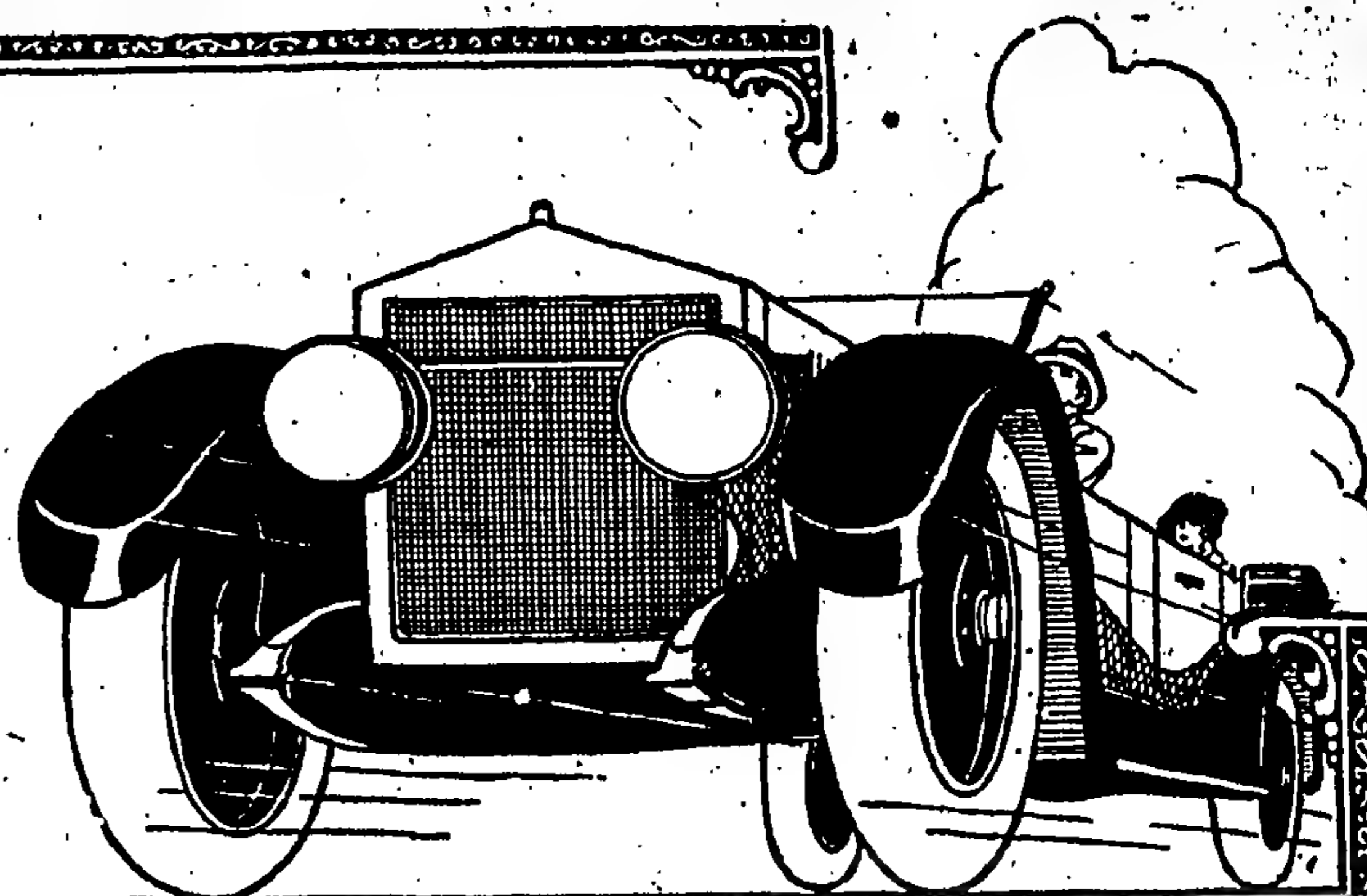


Adeline Xavier, who obtained honours in the Preparatory Section in the Trinity College examination.

# MOTORING SUPPLEMENT



OF  
THE HONGKONG TELEGRAPH  
SATURDAY, JULY 4th, 1931.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION



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## THE AUSTIN BANTAM.

Snappy American Models of the Famous  
British "Baby."

FIRST SHIPMENT ARRIVES.

The American Austin Bantam has arrived in the Colony, and is remarkably attractive little vehicle it is. In practically every way, it is a duplicate of the famous British product, the coach work, of course, has been fashioned on American lines and requirements, and the appearance, as photos show elsewhere in this issue, is decidedly "snappy."

The Austin power unit is so well known for its sturdiness, that there is no need to deal with it in detail in this report, although it must be mentioned that the Bantam appears to develop slightly more power than the British model.

The bodies, while of composite construction, are substantially of one piece welded steel. Their oval shape gives them unbelievable strength which is reinforced fully by steel bracing with its

welded arched backbone and rear bulkhead. A representative of the Telegraph was accorded an opportunity of trying out a roadster model and also a coupe, and the first impression gained is that there is very much more room inside than appears to be from the outside view. The finish is excellent, while the flexibility of the engine, ease of control, and smooth flow of power, are impressive features. Messrs. Gilman and Co., Ltd., are the local agents, and regular shipments will be arriving. There are still a few cars from the first shipment available, although it is expected that these will quickly be snapped up.

We can certainly recommend those interested to make an appointment for a trial spin, for a most pleasurable experience awaits them.

## FASTER SPEEDS.

Serious Study of the  
Oil Problem.

[By Israel Klein.]

Faster speeds in motor cars have led oil engineers to a much more serious study of the right kinds of lubricants to offer for our automobiles to-day. For no motorist would have much patience with the oils that used to be supplied for the slower running cars up to a few years ago.

To-day, research into lubrication has produced much more effective lubricants. Still this research is going on for the improvement of the lubricating qualities of all the oils and greases offered.

This study has brought out one important fact—you can't tell an oil by its looks.

When a service attendant drains the oil from your crankcase, lets it flow between his fingers and tries to show you how thin and ineffective it is, you can't believe by this alone that the lubricant has not been doing its work, or that it isn't of any further use.

It all depends on the speeds at which you have been operating, on the temperature of the engine, on the condition of the motor and even on the weather.

High speeds and resultant high operating temperature will thin any oil, yet its lubricating quality may still be intact. Loose pistons or rings may permit gasoline to filter down into the crankcase and so thin out and cut the lubricating oil, but that should be remembered before you begin to cast any reflections on the kind of oil you originally had bought.

Besides, if you go on a long trip, keeping the car at a constant high speed, you'll find the oil not only thinning out but decreasing in volume rather quickly.

Engineers have been working on the problem of producing an oil that will not evaporate quickly. Besides, with present high speed driving, the engineers face the job of producing an oil that will resist oxidation and gumming.

For the heavy-bodied oils that are so necessary for present high speed-driving must not gum up as fast as the oil passages, and restrict the supply to the bearings. Furthermore, the engineers face the double task of finding a heavy-bodied oil that will do well for high speed driving and for long continued operation, and will still perform efficiently during slower driving in the city, without excessive formation of carbon.

Heavier oils are necessary nowadays, but their use may fool us if we are guided solely by the

## A GOOD SIGN.

Improvement in General  
Trade Conditions.

STUDEBAKER SALES.

Indicative of the improvement in general business conditions in countries outside the United States is the announcement by The Studebaker Pierce-Arrow Export Corporation that April shipments of Studebaker Free Wheeling passenger cars and Studebaker trucks to distributors exceeded shipments for any 30-day period since June, 1929. This is the sixth month that shipments have exceeded the figures of the preceding month, according to Arvid L. Frank, sales manager of the Corporation.

A continued improvement in business is expected, Mr. Frank said. The past increases are accounted for by the unprecedented popularity in world markets of Studebaker's three Free Wheeling Sixes, as well as by the growing demand for the 1½ and 2-ton trucks. The Studebaker Six is the world's lowest priced Free Wheeling car.

"With continued normal demand, it is expected that exports of Studebaker Free Wheeling passenger cars and trucks will reach and maintain constantly higher levels," Mr. Frank pointed out. "The enthusiastic acceptance of our 1931 models in both the passenger car and truck lines substantiates our highest expectations and augurs well for future business."

oil gauge before us. We may be used to watching the gauge pointer go up high, with the use of these heavy oils. But in continued summer driving at high speed, we will find the pressure drop considerably.

That shouldn't concern us much, for the oil has thinned down from the heat of the engine and has therefore needed less pressure to be pumped through to the various bearings and other lubricated parts. The gauge merely shows how hard it is for the oil to circulate.

Therefore, if the gauge persists in showing a high oil pressure, after a long run at high speed, you may suspect something wrong with the circulation of the oil. The trouble may lie in a gummed and restricted oil passage. Such a condition requires more pressure on the part of the pump to circulate the oil, even though the lubricant may have thinned down considerably after use.

This is the reason why the oil gauge should be watched at all times, but it should be interpreted properly in the light of the kind and length of driving done.

## PARIS TRAFFIC.

Ruled by Iron Hand.

## ONE-WAY STREETS.

Paris, June 1.—The city's traffic, notorious the world over for its jumbled condition, has been cleared up as if by magic overnight. The magician is Jean Chiappe, prefect of Parisian police.

Probably the secret of Chiappe's success is that he formerly was head of the Surete Generale, the French Scotland Yard, and was adept in ferreting out solutions. It remains, however, that he has succeeded in scientifically arranging Paris traffic in such a way that he has created order out of chaos.

Some idea of his task is realized when it is found that in 1925 13,000 taxicabs plied the streets of the city and created most of the confusion. To-day there are 20,000 of them. But there are no longer tie-ups. They know that stern but just discipline rules their movements and they stay within the law.

## Creates One-Way Streets.

Chiappe took office in 1927, and forthwith began his war on traffic tangles. In 12 months he created 120 one-way streets, each selected with special care in relation to other connecting streets. He devised an odd and even system of parking, cars being pulled up on the odd-numbered side of the street on certain days and on the even-numbered side on others.

Whole squads of Paris policemen were sent to London to study the methods of London traffic. Many of the ideas of London traffic experts were brought back to Paris and put in use here.

Chiappe created special crossing lanes for pedestrians, and ruled that these crossings must be observed. He also relegated slow-moving traffic to certain hours of the day, eliminating such vehicles from the peak traffic hours.

Then he secured permission to increase his police staff by 10,000 picked men. These men rule the



streets with an iron hand. Their motto is, "Don't argue; control," and they carry it out to the letter.

## Adopt American Plan.

No loitering is allowed either on the part of pedestrians or vehicles, and the police are constantly speeding up traffic.

Taxicabs have been controlled as in no other city of the world. They may be engaged only by communicating with a central point in the city. You may hail an empty cab on a street, but the driver will not stop for you. He is not permitted.

The noise evil, coming from the city streets, and disturbing dwellers in houses close by, has been eliminated by a decree of Chiappe's. To equalize things, he has also ruled that noises from dwellings must not disturb those outside.

Despite the enormity of this task of controlling "traffic" problems, it is only part of Chiappe's job. The major part of it is to control the criminals of the city, and he is doing this as well as his handling of the traffic problem.

## THE NEW WAY.

Studebaker Free  
Wheeling.

Free Wheeling, under positive gear control, as manufactured under Studebaker patents, results in:

A pleasing new sensation of freedom of movement. Finer performance. Savings in gas and oil. Savings in wear and strain on propeller shaft, universal joints, clutch, transmission, differential and rear axle.

Quiet operation—even in second gear. Incredible ease of gear shifting—including the ability to shift back and forth between high and second at any speed without touching the clutch.

Ability to shift easily from high gear to conventional second gear at any car speed, thereby increasing safety.

Free Wheeling makes driving easier. The uncanny quietness of unhampered, but controlled gliding—the complete freedom from jerks—removes all sense of tenseness and effort.

Elimination of half of the clutch-pushing foot-work, along with the nervous and physical strain of constant gear shifting, materially lessens fatigue.

## CARE NEEDED.

Oxygen in Altitude  
Flights.

Writing to The New York Times on Miss Ruth Nichols' altitude flight, Dr. Abraham Sternhart of Brooklyn makes a suggestion to forestall dangerously cold oxygen in flights at high levels. He says:

"I have read the wonderful description of Miss Ruth Nichols' recent ascent of 28,743 feet. She relates how the oxygen flowing under pressure would nearly freeze her tongue, but she avoided this by the judicious removal of the tube from the mouth. I want to make this contribution, which may be a valuable help to her and other aviators in their future attempts to soar to majestic heights.

"The oxygen cylinder, in which ever part of the wing it is hidden, should be connected to a valve in the fore part of the machine, which should be kept warm by an electric heater or hood; as the gas flows from the cylinder it will pass through the warm valve and be delivered to the recipient in a warm state and thus prevent not only tongue freezing, but will also prevent the development of post-flight pneumonia.

"Dentists have long recognized this principle in the administration of gases to patients, and have made provision for its elimination in their gas apparatus."

## TESTING AXLES.

Ingenious Device in the  
Ford Plant.

The ability of the rear end of the Ford car and truck to stand up under hard usage is constantly maintained by an ingenious testing device designed by Ford engineers and erected in the Dearborn plant.

From time to time a rear end assembly is taken at random from the production line and placed upon the testing machine so that each of the rubber-tired wheels rests upon a motor shaft that is weighted down to approximate the weight of a loaded car or truck and the machine is put in motion.

From then on the testing machine works automatically. Simulating what would happen under actual driving conditions, it starts out slowly, whips up to a speed of 45 miles an hour, slows down, increases its speed again and then stops, only to begin, even.

Every rear end that is tested in this way is operated for at least 10,000 miles, and frequently the test runs are for the equivalent of much greater distances.

1931

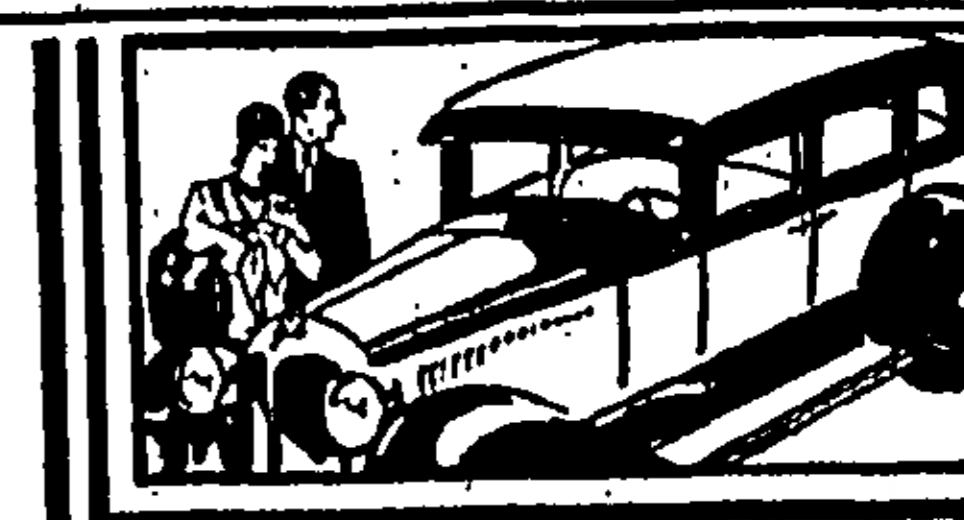
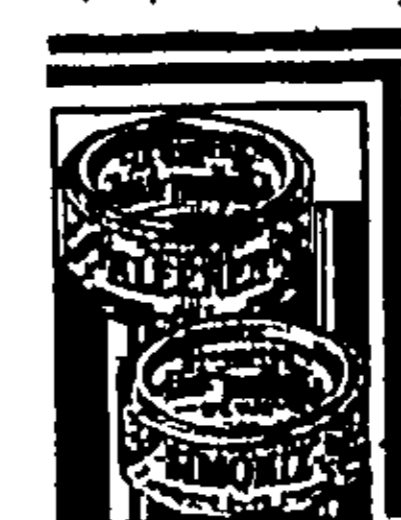
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79 YEARS OLD.

Studebaker Celebrates.

VAST CONCERN.

Studebaker celebrated its 79th anniversary on February 16. The occasion served to emphasize the virility of this ancient institution which in the past twelve months has captured a leading position in the automobile industry by its development of the greatest single engineering advancement in two decades—Free Wheeling with positive gear control.

Studebaker's traditional pioneering spirit, reflected by this important contribution to the cause of modern motordom, finds root in one of the most colorful chapters in America's industrial history. The vast organization, which to-day boasts actual net assets of more than \$100,000,000, came into being under the humble auspices of:

On Feb. 16, 1852, two brothers, Henry and Clem Studebaker, opened a small frontier blacksmith shop on a modest capital of \$53. But cash was the least of their resources. Imbued with indomitable purpose and unshakable faith in the future growth and expansion of their country, the two youths counted themselves rich in will to succeed. Shortly after the business was established, a third brother, John Studebaker, joined the firm.

By the end of the century, Studebaker had become one of the largest vehicle builders in existence, enjoying a world-wide reputation for the craftsmanship and quality of product. As time and transportation methods changed, the business kept pace.

The first Studebaker gasoline car was built in 1904. It was a

far cry from the present champion Studebaker motor car, but it was a pioneer in a field the future extent of which even the most optimistic prophets of the day could not and did not foresee.

Studebaker products to-day consist of three great lines of seasoned championship. Eighties with Free Wheeling and a new low-priced Studebaker Six with Free Wheeling, introduced at the New York Automobile Show this year. Studebaker Eighties consist of The World Champion President Eight and The New Dictator Eight.

By its incorporation in the New Studebaker Six, Free Wheeling now becomes available in the moderate price field. Thus, thousands of motorists who were denied its thrill and thrift heretofore because of cost may now enjoy them in a car well within the means of their pocketbooks.

Studebaker also manufactures a full line of low-priced trucks of 1½-ton and 2-ton capacity, as well as a complete complement of delivery cars, buses, ambulances, funeral cars and special police and fire equipment. All are built to Studebaker's traditional standards of workmanship and are powered with Studebaker-built six and eight cylinder engines.

As the sponsor of Free Wheeling, Studebaker definitely holds the spotlight on the motoring stage to-day. This is especially true since the makers of America's two finest cars—Pierce-Arrow and Lincoln have adopted Free Wheeling for their 1931 models. That this special innovation has found favour with the motoring public is graphically indicated by sales which since the introduction of Free Wheeling last summer, have raised Studebaker from tenth to fifth place in registrations in the United States.

*It Gives us Pleasure*

*To Demonstrate The—*

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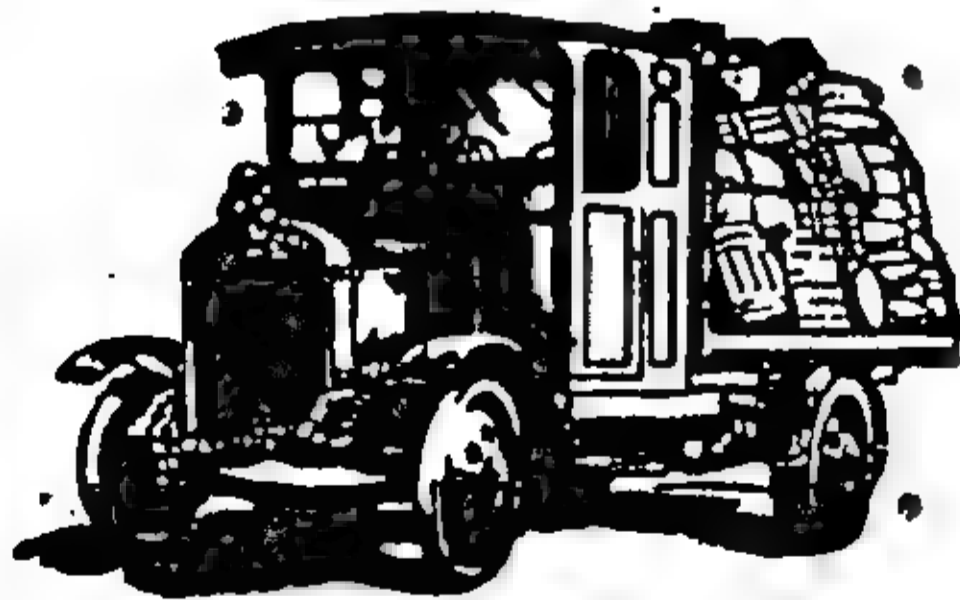
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### THE MAN BEHIND STUDEBAKER.

*Demands Facts—Not Theories.*



Albert Russel Erskine of Studebaker—golf his hobby, facts his obsession.

[By James F. Donahue.]  
South Bend, Ind., May 30.—If it were possible to view a cross-section of the mind of Albert Russel Erskine, one would probably find an orderly array of pigeon-holes, each holding innumerable facts and figures.

Erskine, president of Studebaker Corporation, president of the Pierce-Arrow, president of the S.P.A. Truck Corporation, vice-president and director of the National Automobile Chamber of Commerce and director of a large bank, is a fact fanatic.

He demands facts from his employees, and not theories. And his fact-finding penchant is directly responsible for his present position as one of the leading automobile men in the country.

As a lad, Erskine wasn't very fond of the facts they taught in school. In Huntsville, Ala., his home town, he attended public and private schools until he was 15. Then he decided to find out a few facts himself, and took a job as office boy in a railroad office at \$15 a month.

Twenty-one found him a book-

keeper in a wholesale paper house at a salary of \$65 a month. He surveyed the facts of his position, found he could handle two men's work, and demanded that his employer give him two jobs. This the employer did, but gave young Erskine only one-third more pay.

#### Erskine Steps Up.

A few years later he stepped out of that job and became chief clerk of the St. Louis division of a large cotton concern at 27. At 31 he was appointed general auditor of the concern and given supervision of 300 cotton gins the company operated.

In 1904 he took his first important executive step when he became treasurer and director of the Yale Lock Company. Six years later he was made vice president and director of the Underwood Typewriter Company, and in 1911 went to Studebaker as treasurer, director and member of the executive committee.

Here his facts stood him in good stead. He investigated the financial condition of the company, the manufacturing methods and overhead. He surveyed the bookkeeping situation and cut by more than 1,400 the 4,000 forms on which the firm kept its records.

He made money for Studebaker, made money for its employees by increasing the wage scale and he improved their working standards. The company, in recognition, made him first vice-president in 1913 and president in 1915.

#### A Fact for Everything.

In all his activities this man who, although starting on his "sixties," is just in the prime of his life, states facts.

In his golfing he knows all the facts, and his is a methodical game, based on facts, which can beat much younger opponents who rely on skill.

Many of his facts he gets from a huge dictionary which, it is said, he keeps on his desk. When the rush of work slacks down for a spell, he reaches for the book, opens to any page and reads. Every word he digests, reflects upon and stores in one of those little cubby-holes with which his brain is so well supplied.

Facts have caused him to establish a bureau which benefits motorists and pedestrians in the country. It is the Albert Russel Erskine Bureau for Street Traffic Research at Harvard.

Accidents, congestion causes and remedies, traffic control, police administration and all

other branches of traffic are studied at the bureau, and results of the studies are given to cities desiring information. Los Angeles, San Francisco, Chicago, Boston, Washington, D.C., Providence, R.I., New Orleans and Kansas City are some of the cities which research of the bureau has aided.

#### Donates Football Award.

Facts again caused Erskine to donate the Albert Russel Erskine football award. Almost every sport but football produced championship teams, he found. Why not a championship football team?

The award, a beautiful cup, is given to the team picked by sports writers all over the country and by a judging committee of 200. But the odd part about the award is that it is given to the coach of the winning team. Erskine figures that the coach is really responsible for the welding together of a championship outfit.

His search for facts and figures, Erskine says, have kept him feeling young. Only a slightly plump figure and greying hair betray his 61 years.

He still carries himself erect and steps around with the agility of one much younger. This is probably due to traits which he inherited from his family.

He is descended from a line of pioneer American-Anglo-Saxon ancestors. His grandfather was Dr. Alexander Erskine and his maternal great-grandfather was a colonel in Washington's Army.

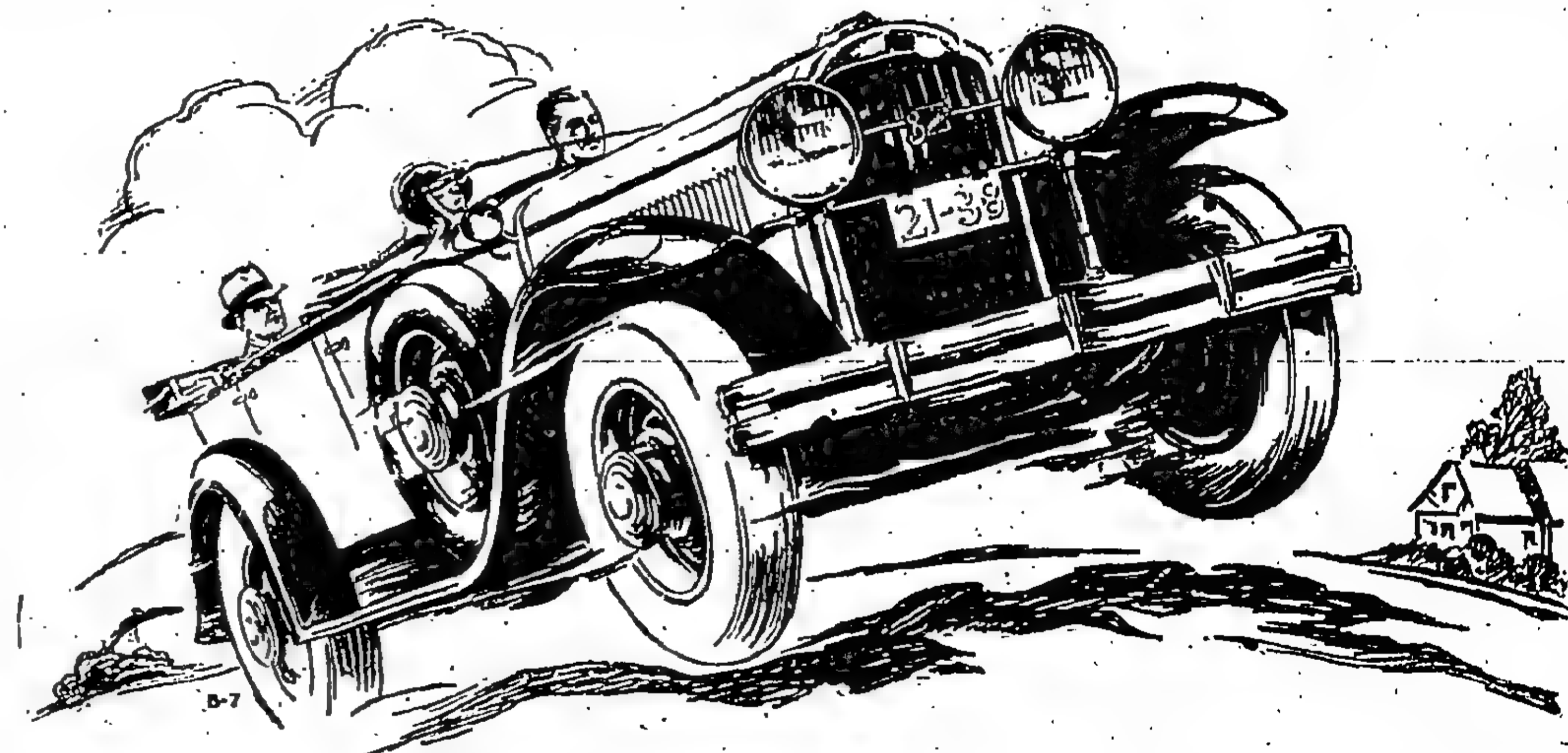
Erskine was raised among the aristocracy of the south and grew up in the midst of the reconstruction period following the Civil War.

#### Builds His Own Town.

Erskine is married and has a son, Albert Russel, Jr., 22.

His pet project is development of a residential section, Twickenham Park, a 600-acre tract near South Bend. This division has been copied, in part, from Twickenham, England. Erskine laid it out himself, specified all improvements and paid for the entire development.

In addition to this development, he is building the Robin Hood golf course near South Bend. Some years ago he donated a course to the city, but he found that social activities connected with the club interfered with his golf. So he started construction on the present course, "for those who primarily enjoy and appreciate the game of golf"—and for men only!



"This is the rough, bumpy road on which I wanted to demonstrate the smoothness in the new Buick."

"Yes, it certainly is a terrible road, but this Buick travels along with almost boulevard comfort."

That's just what you'll say when you ride in the new Buick Eight in a line. No matter how costly the car you may have traveled in—you'll be amazed at the riding comfort of this new Buick. Hundreds of thousands of people knowing Buick's quality in the past will buy this new Buick without even a demonstration. They have confidence in Buick.

Its valve-in head Eight in a line engine—with its four point rubber insulated mountings new and stronger frame—new hydraulic shock absorbers with their new mountings—improved body mounting—all contribute in no small measure to this phenomenal riding comfort.

Why not let us take you for a drive in one of the four series of Buick great Eights—and let you see for yourself how much more Buick gives for less money?

*The New*

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14" Wheelbase Buick Models	HK\$6,955 to HK\$ 7,525
11. Wheelbase Buick Models	HK\$6,275 to HK\$ 6,775
124" Wheelbase Buick Models	HK\$9,820 to HK\$ 9,980
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## FRANCE. BUYING CARS.

Led World in New Registrations Last Year, Passing United States.

For the first time in the history of the amazing development of automobile usage, France, in 1930, assumed the crown for the largest increase in motor vehicle circulation, displacing the United States, writes Leonard A. Drake to the New York Times. According to the "American Automobile," France registered an addition to circulation of 178,000 cars during the past year in contrast with only 126,094 in the United States. If we compare percentage increases, the achievement of France even more emphatically stands forth, a 13.5 per cent. rise being recorded against 0.5 per cent. for the United States.

The dozen countries of the world leading all others in new motor car registrations at the close of 1930 are as follows:

## New Car Registrations.

France	178,000
United States	126,094
Great Britain	83,700
Germany	19,700
Canada	15,400
Italy	24,000
Argentina	21,700
Belgium	17,000
Holland	15,000
New Zealand	14,000
South Africa	14,000
Sweden	14,000

Being the last of the world's important nations to feel the economic depression, France was enabled in 1930 to continue the healthy progress toward motorization which should be expected in a rich and civilized State of the first magnitude. Horse, bicycle and ox-drawn still supply an important place in French country and town transportation, but one sees everywhere the rapid ascendancy of the gasoline-driven "friend of man."

There is one car in France for every 28 people, a record for Europe but a still backward showing in contrast with the United States where every 4.6 persons are represented with an automobile, or with the population per motor vehicle of 7.5 in Canada and New Zealand and 10 in Australia.

France stands to-day where America was in 1917 with respect to motorization. The United States at that time passed the mark of one car for every 28 persons. Will it take fourteen years for France to acquire one motor car for each family unit? The answer seems to be that a considerably longer period may be required.

## French Republic Remains Agrarian.

Nearly two-thirds of the French people still toil on the land and these peasants are renowned for conservatism. They will in time see the benefits of the motor car, the truck and tractor, but vision will come slowly and bank accounts will be tapped with greatest caution. It is in the cities and larger towns that the motor salesman must still find his market. Paris contains one-seventh of the total French registration, with a car for every 19 inhabitants.

In total automobile registration, France ranks slightly behind Great Britain but seems assured of displacing her neighbor this year to gain second position. Behind the United States, French circulation gained 95,000 over the English during 1930 and needs only to surpass the latter by 58,000 in 1931 to reach a higher total enrolment of motor vehicles. The five countries with largest circulation are:

## January 1, 1930.

United States	26,691,000
Great Britain	1,558,000
France	1,500,000
Canada	1,215,000
Germany	659,000

That the sharp tariff rise on automobiles passed by the French Parliament in April, 1930, is taking severe toll on the foreign business done in this country can be strikingly illustrated from the import-export figures just made available for January and February. Production within France is off about 20 per cent. from a year ago. Passenger cars

exported in January and February fell 12.5 per cent., and imports tumbled by the astounding figure of 69.2 per cent.

Most American importers continue to keep an expensive show-place in Paris merely for advertising purposes, but the famous Avenue des Champs Elysees has lost the stands of Studebaker, Graham Paige and Auburn. Ford, of course, continues to assemble his model within the country and with a constantly growing percentage of French materials. In the annual report last year it was stated that the increased cost to Ford of France due to the new tariff would amount to only 4 per cent. The retail price was not raised.

John Lawrence, European representative of the National Automobile Chamber of Commerce, has just returned to his Paris headquarters from a six weeks' tour of the Baltic countries, Germany, Poland, Estonia, Latvia and Lithuania. He reports on the marked change in sentiment

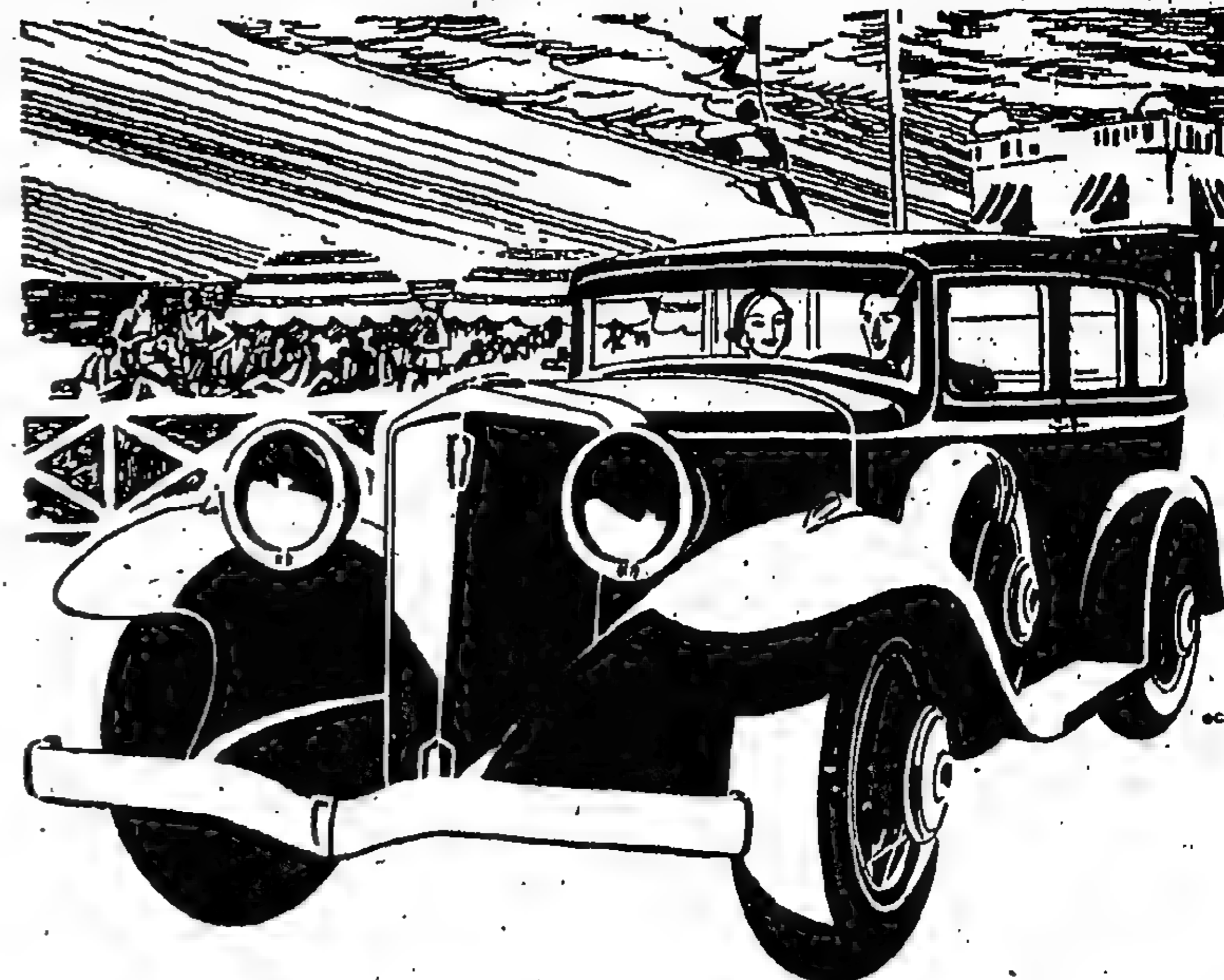
visible on the return leg of his journey in contrast with the dismal outlook forecast by the motor industries of these countries at the commencement of his trip.

"In Germany," he said, "the motor equipment manufacturers are now revising schedules upward for the Summer months, more than cancelling the previous downward revision, while inquiries are everywhere increasing."

## SAFEST VEHICLES.

Commercial vehicles, including trucks, buses and taxicabs, are safer than private passenger cars, the U. S. National Safety Council reports. Passenger cars were involved in 37 per cent. more accidents in 1930 than they were in 1927. Trucks were implicated in 14 per cent. fewer accidents, buses in 19 per cent. less, and taxicabs 25 per cent. less.

## THE WORM TURNS.



## free wheeling -- motordom's triumph

IN the front ranks of motordom's forward march comes this most superb advancement—Free Wheeling! Not since the electric starter has automotive engineering taken such an important step toward the goal of perfect transportation. Momentum has been harnessed for every motorist. Free Wheeling enables you to ride two miles in every ten free of engine effort—change from second to top or top to second without touching the clutch—save 15% to 20% on petrol and oil. Enjoy today in a champion Studebaker Eight or brilliant Six what all cars must offer tomorrow—Free Wheeling.

## THE HONG KONG HOTEL GARAGE

25, Queen's Road Central.

and at STUBBS RD.

The Hong Kong & Shanghai Hotels, Ltd.

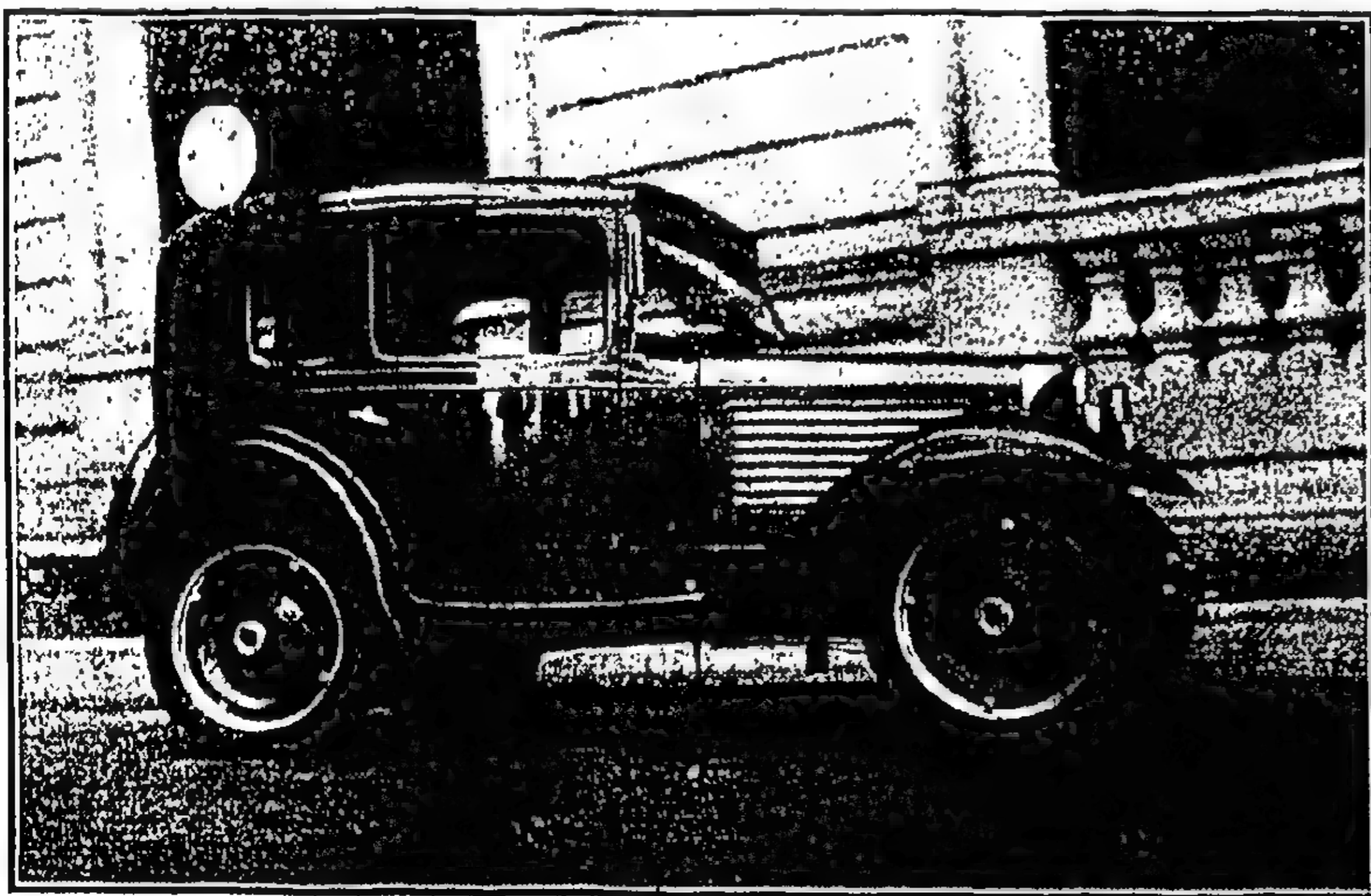
(Incorporated in Hongkong)

# STUDEBAKER

# THE AMERICAN BANTAM AUSTIN

## IS NOW ON SALE IN HONGKONG.

Retaining all of the sterling qualities of the internationally famous British Baby Austin, which has a pedigree of eight record-breaking years on all continents, the American Bantam Austin is enhanced by beautiful new body creations and mechanical refinements.



Truly a miniature car—a Bantam Austin (60 hp) outside the Peninsula Hotel.

The American Bantam Austin challenges you to put it through its Paces! Why not accept that Challenge?

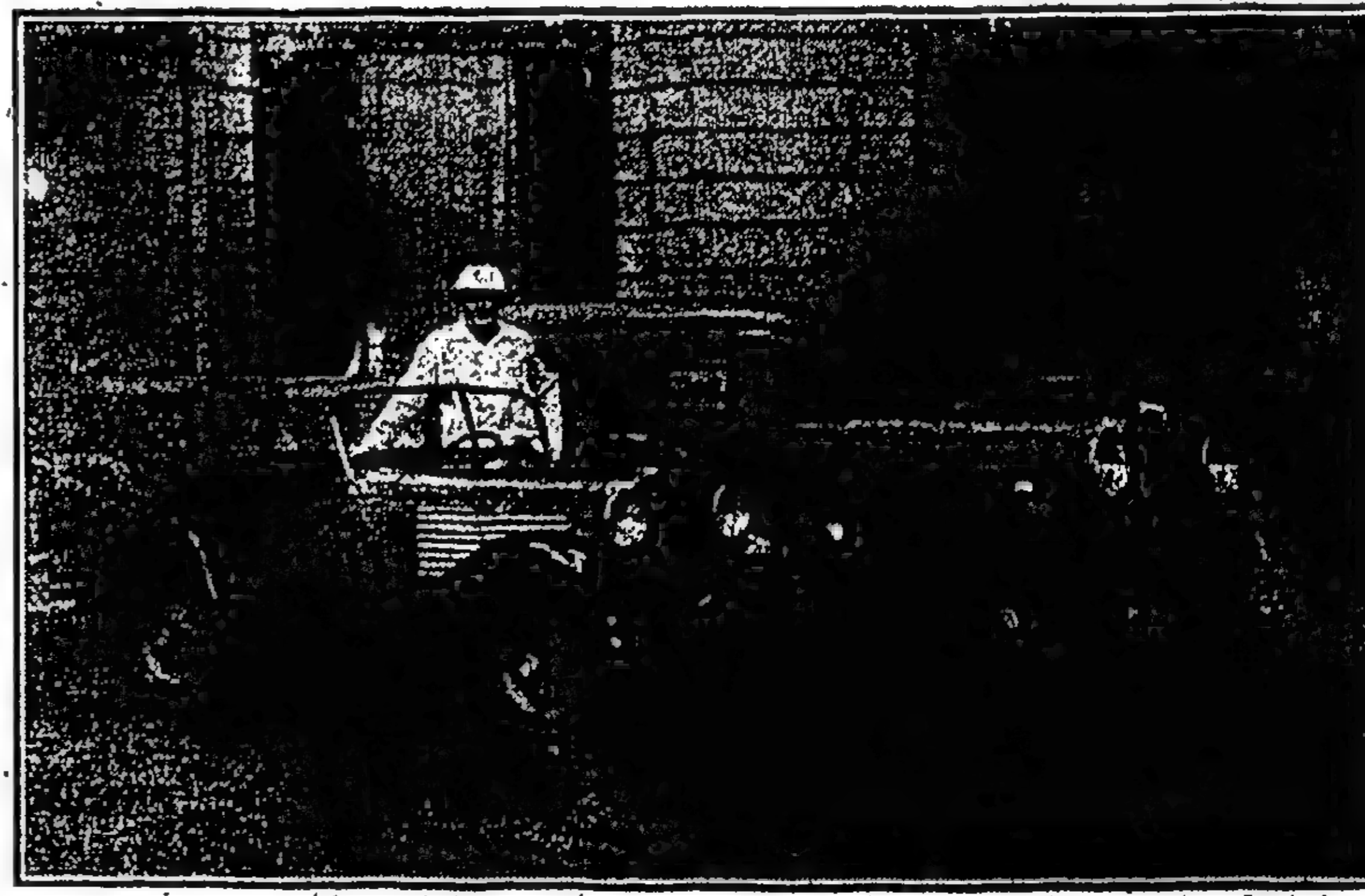
MAKE AN APPOINTMENT EARLY WITH—

### GILMAN & CO., LTD.

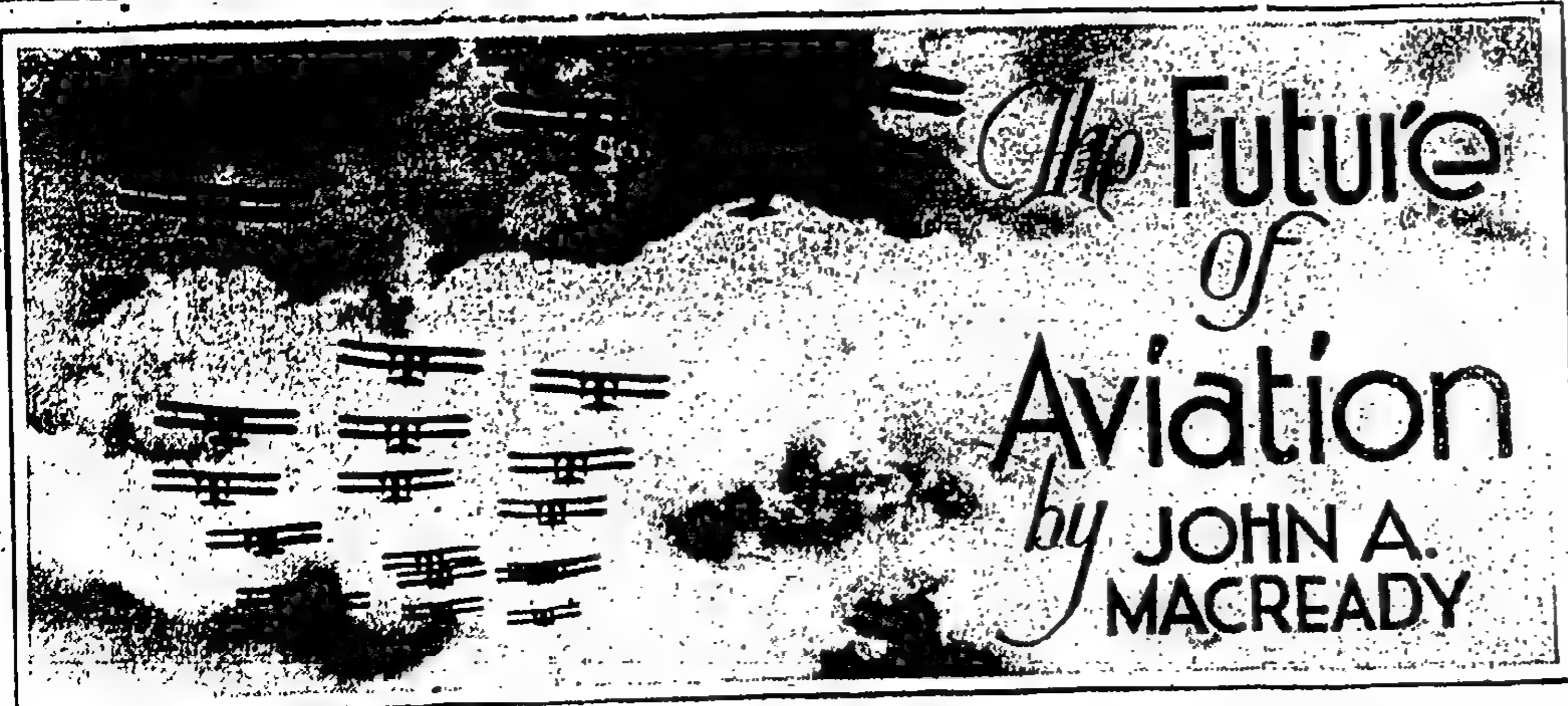
Hongkong Bank Building.

### DURO MOTOR Coy.

Nathan Road, Kowloon.



The above picture shows one of the first Bantam Austin roadster models. In the background is one of the latest Willys-Knights.



# The Future of Aviation

by JOHN A. MACREADY

Special Article to the "Hongkong Telegraph."

To the young man who is willing to devote several years to training, just as he would to training for the law, medicine, or for an engineering career, aviation offers many brilliant opportunities. But to the young man who expects to step into a highly paid position after a few hours of flying experience—after going through one of the many "hurry-up" courses for pilots now being offered by many aviation schools, disappointment is due.

When the firm with which I am associated announced the purchase of three aeroplanes for use in its sales department we were flooded with applications for positions as pilots. In a few weeks we were besieged by more than 250 men, all claiming to be first-class pilots. Study of the applications submitted revealed the fact that in most cases the men had had less than 100 hours of flying experience.

These young men had tried to enter aviation by what might be called the side door route. Instead of learning their profession thoroughly from every angle, they had merely learned to "solo" a plane. Aside from that they knew very little about aviation. Aerodynamics and aeroplane maintenance, assembly, meteorology, use of instruments, blind flying acrobatics (necessary to teach pilots to think quickly and clearly), night flying, cross-country flying, use of wireless telephones—all these elements in a good aviator's equipment were lacking. Yet they expected to be given the responsibility of piloting aeroplanes costing upwards of \$50,000, and to be responsible for the lives of passengers.

## Jobs of Many Kinds.

The growth of air transport services will create a demand for trained men in different types of work. The men who make the most rapid progress in aviation will of course be men who are skilled pilots. But there are many other opportunities.

In the big transport companies there are, and in the future there will be more, opportunities for executives who know flying, but whose duties will be the management of the various departments. Transport companies are developing organizations of passenger agents similar to the railroad passenger organizations. Trained business men, rather than mere pilots, will enjoy the greatest success in positions of this kind.

There are the regular accounting, record keeping, financial and operating departments, all of which will offer excellent opportunities for young men as air transport companies grow.

Air transport companies will employ large staffs of lawyers, claim experts, insurance specialists, meteorologists, engineers, advertising men, salesmen, publicity men, executives in charge of airport operations, maintenance of planes, management of airport hotels, restaurants, express and freight terminals, and fill various other jobs.

## Flying Salesmen.

Even now many aeroplane manufacturers have openings for salesmen and sales executives. The men must know their product. They must be capable of demonstrating planes to prospective buyers, and perhaps in the future will be called upon to teach flying to their customers.

There are more than 50 different positions, each calling for specialized training and ability in aviation. With this vast field open for the right sort of young men it is a great mistake to look upon the acquisition of a pilot's licence as the goal for ambitious men anxious to get into aviation. That is merely the beginning.

And now for a word about the growth and increasing popularity of flying.

The west's intense and growing interest in aviation in all its phases is shown by the growth in

membership of its numerous flying clubs. There is scarcely a community of any size that cannot boast of some sort of a club or organization devoted to flying. In practically every town of 5000 or more population a group of people have banded together to study aviation, to learn to fly, to promote an airport, to encourage the growth of various aviation enterprises.

Of the various clubs the National Aeronautical Association is the largest. Each local branch of this organization must have 15 members, each member paying dues of \$5 a year.

## Clubs Own Planes.

There are many private clubs, composed of groups of people, all interested in flying, in learning to fly, or in some phases of aviation. Usually they band together, purchase a plane, hire a good instructor, and divide the costs among themselves. Eleven of these clubs in California already own 17 planes. In a number of communities the American Legion and other ex-service groups have formed flying clubs.

The cost of equipping a flying club and obtaining a plane for use of the members varies, according to the type of plane used, the number of hours it is flown, and the salary of the professional pilot.

Two, or three place planes can now be purchased new for as little as \$2000. There are more than 20 makes or models of one and two place planes now priced below \$3000. Between \$3000 and \$5000 there are more than 50 different makes and models available.

Of course there are a number of used planes for sale at almost every airport. However it is necessary to have expert advice before buying used planes, and great care should be exercised. However, it is often possible to pick up genuine bargains in used planes.

## Glider Clubs Popular

There has been a great growth in the number of glider clubs formed this year. Several manufacturers are putting gliders on the market. Most gliders are priced under \$500, making it possible for the organization of a glider club with 20 or 25 members, each contributing \$25 towards the purchase.

Complete plans for the formation of glider clubs may be obtained from several manufacturers of aircraft who are also manufacturing gliders. These manufacturers expect little profit from the sale of gliders but because glider enthusiasts soon learn the rudiments of aeroplane operation and graduate from gliding into flying these manufacturers are encouraging the sale of gliders with a view towards encouraging people to take up flying.

(To be Continued.)

## BIG FIGURES.

Transport Valued at \$30,000,000,000.

## ROAD UPKEEP.

The present value of motor vehicles and highways is estimated at more than \$30,000,000,000 by the American Road Builders' Association, a figure said to exceed that for railroads, including rolling stock, roadbed and terminals.

The 23,100,000 passenger automobiles in the country, at an estimated average of \$400, are valued at \$9,240,000,000; motor trucks numbering 3,400,000, at \$500 each, amount to \$1,700,000,000 while garages and terminals are estimated at \$4,000,000,000, a total for the three of \$14,940,000,000.

The cost of reproduction of pavements, grading and bridges on roads and streets is estimated at \$14,771,000,000. Federal aid and State highways (208,000 miles) are valued at \$4,550,000,000.

000; surfaced county and local roads (454,000 miles), at \$4,540,000,000; unimproved dirt roads (2,363,000 miles) at \$1,181,000,000; city streets (200,000 miles estimated) at \$4,500,000,000.

Based on an average gasoline consumption of twelve miles per gallon, motor vehicles are said to run over 168,000,000,000 miles annually the average annual mileage being 6,800.

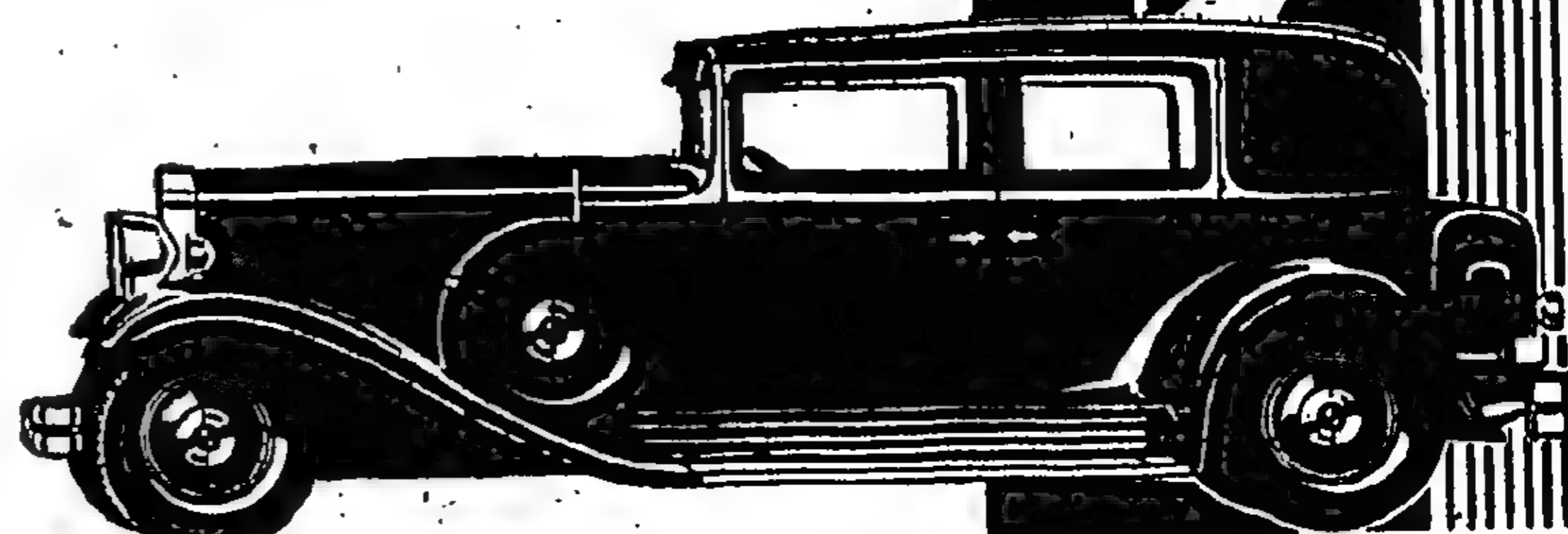
## 3,000,000 "JUNKERS."

Nearly 3,000,000 motor vehicles were removed from public highways in the United States last year and junked as unsafe for use on public roads, according to an estimate of the National Automobile Chamber of Commerce.

## MAY BE ITS SPEED.

Iowa removed its speed limits in 1930 and during the first nine months of this year its automobile fatalities increased more than 71 per cent.

## A DOCTOR SPEAKS



"As a veteran motor car owner I've learned a great deal, at first hand, about many different makes of cars. My professional duties—night and day calls at all hours—provide an excellent laboratory for testing the mettle of any automobile. And a year's hard driving—such as I give a car—indicates clearly whether my diagnosis of the car's efficiency was correct.

"I bought my first Nash three years ago... was so well satisfied with its performance that I next purchased a Nash '400'... and now I'm driving the 1931 Nash Straight-Bight Ambassador. It's a marvelous car... easy

to drive... comfortable to ride in... and so thoroughly dependable and efficient that I recommend it to all professional men. "Recently I enjoyed a demonstration of the new Nash Convertible Sedan". I liked it so well I've prescribed one for myself—as a second car. And I'm going to drive it with the top down—not only to expose myself to the highly beneficial rays of the sun, but also because I'm still young enough to get a thrill out of a spirited open car."

\*This is a new four-passenger car which may be changed quickly from a winter-proof enclosed model to a top-down touring car for warm-weather use—and vice versa.

THE ORIENTAL MOTOR CAR CO.,

303-9, Hennessy Road. Tel. 20406. HONGKONG.



## SCIENCE AIDS TRAFFIC.

The adoption of a scientific traffic code in busy downtown Chicago has resulted in a 33 per cent. increase in the volume of traffic handled in the central business district of the city.

## MUST BE GOOD PLAN.

Seven American states which show the lowest rate of motor accident fatality increase are states which require drivers to have licenses to operate automobiles, trucks and buses.

## NEARLY FINISHED.

About 2,800 miles of a total of 8,200 have been surveyed on the proposed route of the Inter-American Highway lying between the Texas-Mexican border and the Panama Canal.



## RIDE CONTENTEDLY ON MICHELINS

### Distributors:

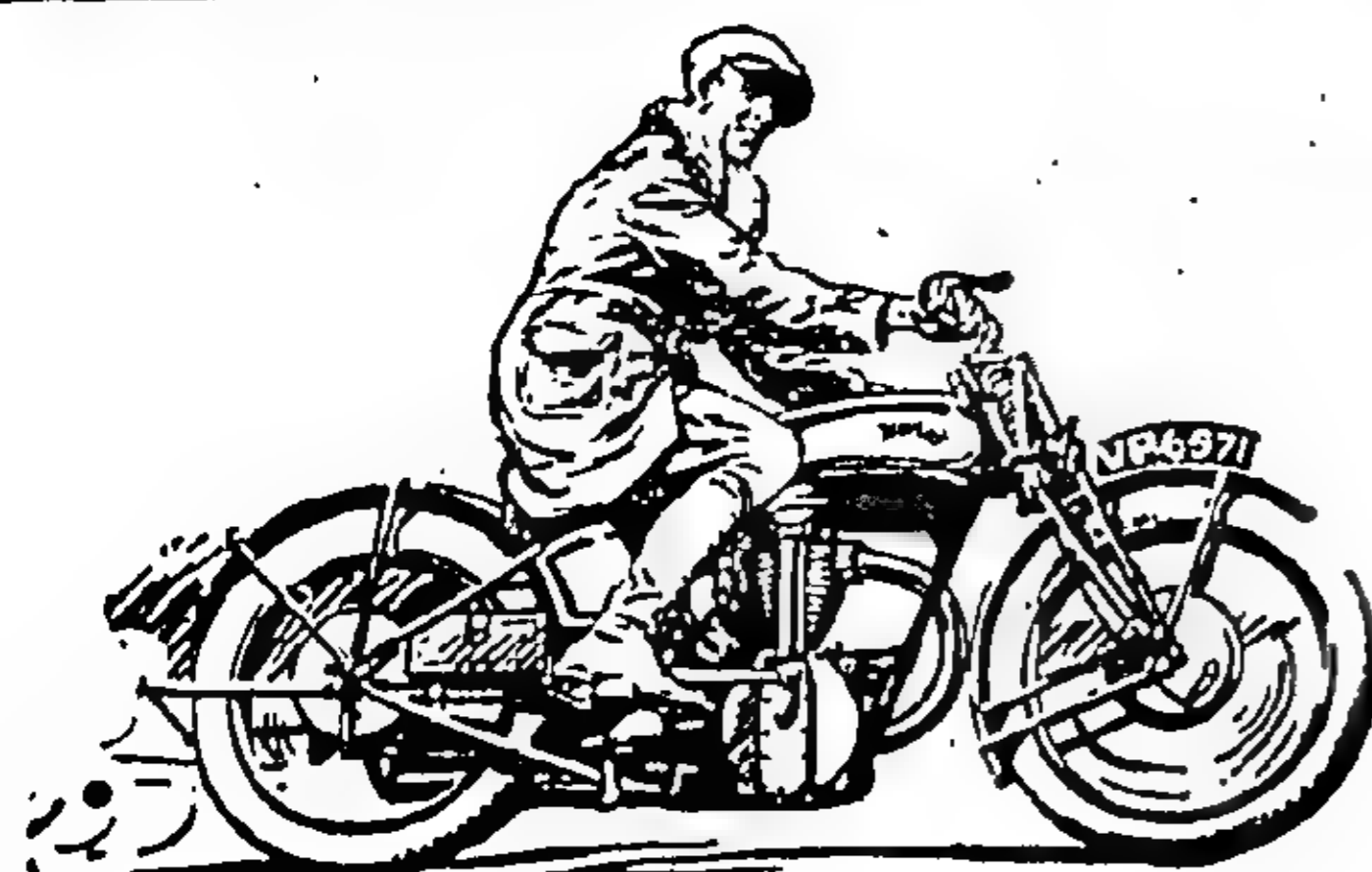
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Again, Unapproachable!

The Unapproachable  
**Norton**  
TRADE MARK

## SCOTLAND, 11.4.31. AYR MOTOR CYCLE CLUB SPEED TRIALS

600 c. c. Experts—2nd W. Allon, 490 Norton. Unlimited Experts—1st W. Allon, 490 Norton. Unlimited Experts barred—1st J. W. Forest, 490 Norton. Novice Race—1st J. K. Forest, 490 Norton.

## ENGLAND, 18.4.31. "MOTOR CYCLE" MEETING AT BROOKLANDS

3 lap handicap (solo) won by A. L. Loweth riding a 490 c. c. S. V. Norton at speed 84.70 m.p.h.

3 lap sidecar handicap—winner L. P. Driscoll, 588 Norton, speed 82.18 m.p.h. He was also successful in making the fastest side car lap of the day at a speed of 85.87 m.p.h.

Brooklands Championship—C. G. Lacey 588 c. c. Solo Norton 104.63 m.p.h. (fastest lap).

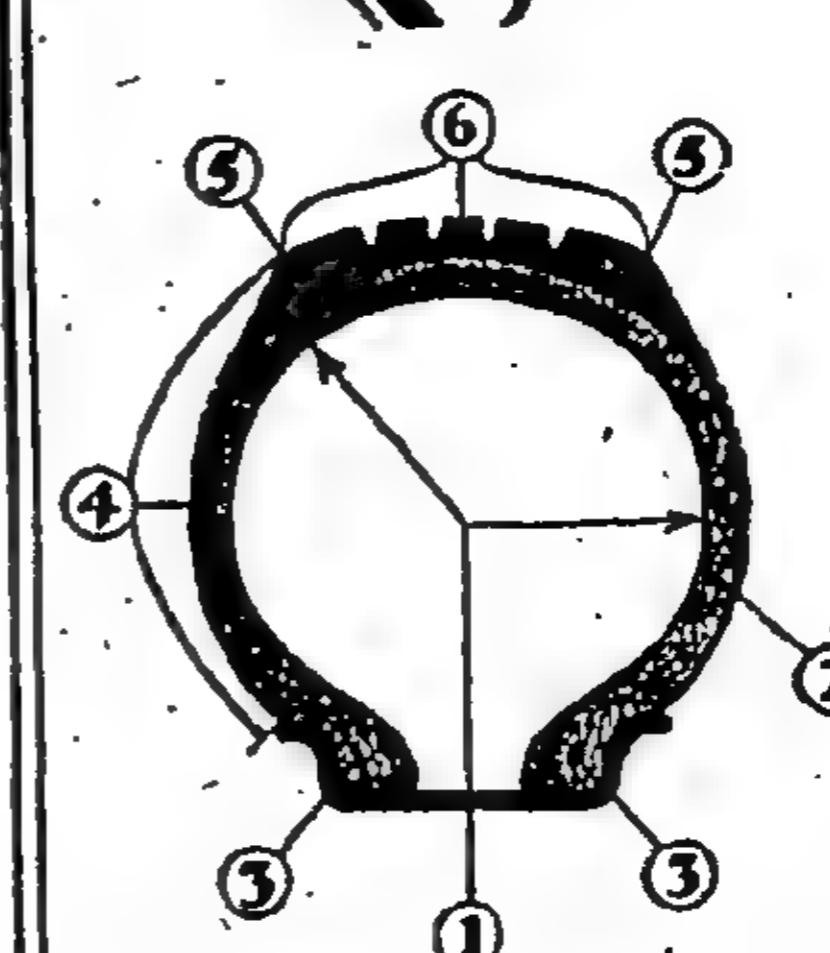
THE CHAMPIONSHIP OF IRELAND—Championship Cup and Visitors Cup won by Stanley Woods 490 Norton.

TRAVERS TROPHY TRIAL—(2.5.31) one of the most severe trials held in the world. Premier award won by Norton for the second time in three years. (Particulars cannot be given here owing to limit of space).

Get a Norton This Time.

THE SINCERE CO., LTD.

# The most Conclusive Evidence of SUPERIORITY---



... this cross sectional diagram clearly illustrates 7 Points of Superiority which the Air-Flight Principle Tires by Fisk alone can offer you.

The De Luxe, Rugged and Fisk, each a First Quality, Fisk, embodying all of the exclusive improvements of the new Air-Flight Principle of tire construction. They represent the utmost that your tire money can buy in their respective price fields. Their larger air-chamber, carrying more air at a lower pressure—their carcass, constructed of Fisk's patented and exclusive All-Cord—their flexible sidewalls of live rubber—their streamline tread, multiple cable bead and greater road contact—the combining of all these new and exclusive features result in still another—The Air-Flight Balance.

## FIK'S 7 POINTS OF SUPERIORITY

1. Larger Air Chamber  
Carrying more air at a lower pressure—this brings a new and far better type of riding comfort allowing you to ride less on the bumps and more on the air.

2. Multiple Cable Bead  
Multiple Cable Bead gives added strength to the rim while increasing adhesion.

3. Streamline Tread  
The rim width of the streamline tread allows the widest contact patch and gives greater air cushioning.

4. All-Cord Process  
A patented Fisk development which reduces internal friction and adds strength without rigidity or weight.

5. Increased Flex Area  
Increased length of flex area as sidewall provides greater ease of air cushioning.

6. Greater Road Contact  
Results in better and more lasting road contact and greater safety of safe traction at any speed.

7. The Air-Flight Balance  
The newly perfected balance between air and materials achieves the new ideal of air cushioning and mileage.



GILMAN & Co., Ltd.

Hongkong Bank Building.

SUPREME COURT  
REGISTRY.PERSONNEL MATTER FOR  
GOVERNOR.

The Gazette contains the draft of an Ordinance to amend the Supreme Court Ordinance, 1873.

It is explained that Section 13 of the principal Ordinance requires two Deputy Registrars for the Supreme Court. There is at present only one; the duties of accountant formerly performed by one of the Deputy Registrars being now undertaken by another officer. It is considered desirable to continue the present arrangement and that the personnel of the Registry should be decided by the Governor according to the requirements of the time. This Ordinance amends section 13 of the principal Ordinance accordingly.

## TENDERS ACCEPTED.

THE LATEST GOVERNMENT  
LIST.

The acceptance of the following tenders by the Government is announced in the Gazette:

Kai Tak Air Port: Erection of Aeroplane Hangar. Sang Lee and Co.  
Refrigerating Machines. Daddwell and Co. and General Electric Co.

Hot Water Apparatus for maternity block of Kowloon Hospital. C. E. Warren and Co.  
Stores. Messrs. E. Hing and Co. and Kwong Hing.

Motor Spirals and Greases. Robertson, Wilson and Co., Standard Oil Co., Texas Oil Co., Asiatic Petroleum Co. and Kwong Hing.  
Shing Mun Rapid Gravity Filters, Second Section. Ng Wah.

EMIGRANTS AND  
CREWS.MEDICAL INSPECTION  
FEES DECIDED.

By a rule under the Asiatic Emigration Ordinance, the Governor in Council prescribes the following fees for the medical inspection in this Colony of emigrants and crews:

In the case of emigrants whose part of departure is Hongkong, \$1 per head, including vaccination.

In the case of emigrants passing through Hongkong from other ports, 50 cents per head, including vaccination, if considered necessary by any medical officer appointed as aforesaid.

In the case of a crew, 50 cents per head.

## BANK RETURNS.

NOTE & SPECIE FIGURES  
FOR JUNE.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, 1931, as certified by the Managers of the respective Banks are:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank	23,938,505	8,300,000
Hongkong Bank	134,226,515	112,000,000
Merchants Bank	8,226,093	1,500,000
Total	166,391,113	121,800,000

\*In addition Sterling Securities are deposited with the Crown Agents valued at \$1,335,000.

\*In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,932,618.

\*In addition Securities deposited with the Crown valued at \$180,000.

## SUGAR MARKET.

THE LATEST CABLED  
QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Penreath and Co.

London Terminals.

March 1932 6/11½ down ¼d.  
May 1932 7/2 no change.  
August 1931 6/6½ down ½d.  
December 1931 6/9 down ¼d.

New York Terminals.

March 1932 1.48 down 3 pts.  
May 1932 1.54 down 2 pts.  
July 1931 1.31 down 1 pt.  
September 1931 1.35 down 2 pts.  
December 1931 1.43 down 2 pts.

Sourabaya (3/7/31).—Trust increased limit on Browns to 77.50 per 100 kilos.

A Chinese attempted suicide at No. 8, Saloon Street yesterday by swallowing opium. He was conveyed in an unconscious condition to hospital.

HENDREN'S TWO  
CENTURIES.

(Continued from Page 1.)

## SUSSEX JUST WIN.

Glamorgan Put Up Great Fight.

Sussex, after putting up the phenomenal score of 470 for 7 wickets, declared in their first innings against Glamorgan, and forcing their opponents to follow-on, only just managed to secure an outright win, some brilliant work by the Welsh attack leaving them with only two wickets outstanding when the necessary 104 runs had been secured.

Batting first, Sussex did what they liked, and after John Langridge had hit up 161, and Cook had secured his century, the innings was declared closed at 470 for 7. Cook scored 103 not out.

Glamorgan succeeded in making a respectable reply of 295, but failed to avoid the follow-on. Batting a second time, they reached 274, leaving Sussex with just over the 100 to win. The Southern county lost eight wickets in obtaining these runs.

## CLOCK BEATS HANTS.

Northants Concede First Innings Points.

Three centuries were compiled in the match in which Hampshire secured first innings points from Northants. The clock saved Northants from outright defeat, their opponents needing only just over 100 runs with nine wickets intact when the stumps were drawn.

Northants' first occupation of the crease resulted in 235, but Hampshire replied with 334, of which Arnold contributed 100.

A great partnership between Timms and Jupp featured the Northants' second batting display, and the declaration was made with the score at 299 for 2 wickets. Both Timms and Jupp remained undefeated, the former's score being 131, and the latter's 101. Hampshire, set the almost impossible task of scoring 219 within a short time, put 112 on the board for the loss of one wicket before the close was signalled.

## SURREY LOSE POINTS.

Derby Just Manage to Retain Lead.

Two low-scoring innings decided the match between Surrey and Derbyshire, when the London team were beaten by 15 runs on the first knock.

Surrey's first aggregate was 170, and Derby replied with 185. The Londoners made a better showing on their return to the crease, compiling the useful total of 369 for 6 wickets, when the declaration was made. They made a great effort to finish off the match, but the Derby batsmen held out the close finding them with a score of 256 for 8 wickets. Sandham and Hobbs batted in the brightest style in Surrey's second attempt, Sandham compiling 107 and Hobbs 105. Storer saved Derbyshire in their second innings by hitting up 115 not out.

## HENDREN AGAIN!

Two Brilliant Centuries Against Warwick.

Hendren was the outstanding figure in the Middlesex v. Warwickshire match, in which the former took first innings points. He hit up a century in both innings, the second being an unfinished effort.

Thanks chiefly to his 181, Middlesex found their first innings aggregate reach 330, to which Warwick could only reply with 241. Stevens and Hendren engaged in a merry partnership at the second attempt, enabling Middlesex to declare at 312 for 2 wickets. Stevens' contribution was 170 and Hendren's 100 not out.

Warwick made a better showing in the last innings of the match, playing out time with 218 for 4 wickets.

## TOURISTS LUCKY.

New Zealanders in Narrow Squeeze.

The New Zealanders were well on the road to their second defeat of the tour against Staffordshire, a Minor Counties club, but time saved them.

Batting first they made a rather sorry display against the keen Stafford attack, being dismissed for 190. Staffordshire replied with 301, and then captured half of the New Zealand wickets in their second venture for 143 runs.

## EASY FOR OXFORD.

M.C.C. Outplayed by University.

Oxford defeated the M. C. C. by 260 runs, in a match in which they had things their own way from the very start.

Their first knock of 215, due to Howlett's 5 wickets for 39 runs, did not look impressive, but so well did Wellings and Owen Smith bowl, that between them they skittled

## CORRESPONDENCE.

The Nude Cult.

[To the Editor, Hongkong Telegraph.]

Sir,—Referring to an article in your yesterday's issue, in which the writer humorously remarked that apparently the "stock" of the H. K. Naked Culture Open Air Association has dropped a few points, may I, as one of the main organizers, herewith state, that this is in no way so. Quite the contrary. After several meetings and thanks to the active support of a prominent German scientist and connoisseur in this line of open-air culture, who has just passed through the Colony several letters have been written and already forwarded to the main centres of Naked Culture Open Air Associations in Europe asking them to forward as all the required printed matter as to their rules, regulations, pamphlets, illustrated naked culture monthly magazines, etc. required for the right information of the public and the authorities as to the good and healthy aims and perfectly legal position of the Naked Culture Movement in countries.

All the printed matter and information required for the latter and other organization of the H. K. Naked Culture Open Air Association is expected to arrive here in about 2½ months' time at the latest, when the Hongkong rules and regulations will be drawn up by the Foundation Members (of both sexes) and submitted in due course to the local authorities for approval or alteration, as required.

I therefore repeat that there is a strong interest in the movement in Hongkong, mainly European of either sex, and that our "stock" has therefore in no way dropped, but, on the contrary the H. K. Naked Culture Open Air Association, has during the last few days become considerably consolidated.

—Yours, etc.,

NEW AGE SUPPORTER.

the Marybone team out for 63. Owen Smith returned the fine figures of 6 for 27, and Wellings captured the remaining four for 25 runs.

Oxford reached 250 for nine wickets when they declared their second venture closed, and again their attack proved too good for the home team who were dismissed for 142.

## CANTAB'S BATTING.

Exhilarating Display in Friendly.

Cambridge completely outplayed Levenson-Gower's eleven, winning by an innings and 50 runs.

The Cantab batsmen struck their best form, replying to their opponents' first knock of 229, with 503 for 4 wickets declared. Kempf, Velez 126, Wilcox 114 not out, and Brown 100 not out were the principal run-getters, and Brown followed up the lead by capturing half of the home team's wickets in their second innings for 58 runs. The total reached was 224.

## GLOUCESTER'S FEAT.

Defeat Lancashire by Eight Wickets.

Two of the lions of the current county cricket season met each other in the match between Gloucester and Lancashire, a thrilling struggle ending with B. H. Lyon's men securing the full honours by eight wickets.

Goddard played havoc with the Northern batsmen in their initial appearance at the crease, and, taking five wickets for 92 runs, was mainly responsible for their dismissal for 239.

Gloucester secured a useful lead by running up a total of 330, before reaching the three figure mark, and then Goddard returned to finish off a fine match by adding another four wickets to his bag. They cost him 46 runs, but Lancashire were all out for 111, leaving Gloucester with 25 to win. These were made with the loss of two wickets.

## SOMERSET BEATEN.

Yorks Thrive On Cyder Stimulant.

Yorkshire enjoyed one of their most comfortable wins to date against Somerset, beating the Cyder county by an innings and 35 runs. It was a remarkable match, in so far that the losers actually compiled a first innings score of 309, but were then forced to bow the knee in inglorious style.

But for Macaulay, the Somerset total would have been much larger, the Yorks' fast bowler capturing six wickets for 69 runs.

The Yorkshire batsmen touched their best form against a not too strong attack, and were able to apply the declaration after scoring 451 for 9 wickets. Herbert Sutcliffe followed up his double century against Kent, made last week, with another typical innings of 183, and he received adequate support from the remainder of the team.

Somerset failed to repeat their first innings performance, and succumbed to the bowling of Verity, whose six wickets cost only 32 runs. They were all out 107.—*Reuter.*

MISS HOFFE'S \$500  
DAMAGES.

ROLE REFUSED BY  
Mlle. DELYSIA.

London, June 12.

The hearing was concluded in the King's Bench Division yesterday before the Lord Chief Justice (Lord Hewart) and a special jury on the action for breach of contract brought by Miss Barbara Hoffe, the actress, who in private life is Mrs. Barbara Kathleen Florence Oulshott of Queen's Elm-square, Church-street, Chelsea, S.W.

She sued Mr. Gordon Harbord, the producer at the Savoy Theatre of "The Command to Love," alleging that he had broken a contract to give her the principal role in that play in the Savoy production.

The defence was a denial of the contract. It was further pleaded that there was an agreement in law, Mr. Harbord also said that if there was a contract it was not broken.

Mr. Harbord, further cross-examined by Mr. Hilbery, K.C. (for Miss Hoffe), said he knew that if the play was produced on sharing terms with a theatre management the latter might insist on nominating the actress for the "star" part. That was why he refused several offers; he wanted to keep Miss Hoffe in the cast.

Mr. Hilbery: Mr. Laurillard offered sharing terms and nominated Mlle. Delysia for the part of Manuela at a salary of £250 a week of eight performances?—Yes.

You telegraphed back that you thought Delysia's salary was too high?—Yes. I thought it was too much. At the same time, it was an excuse for keeping Miss Hoffe in the role.

Mr. Hilbery said that Mlle. Delysia, after reading the part, refused to take it.

Mr. Charles E. Killick, theatrical manager, one of the lessees of the Savoy Theatre, said that when he agreed to the production of "The Command to Love" on sharing terms he stipulated that he and his partner, Mr. Payne Jennings, should nominate the three leading artists.

The jury found for Miss Hoffe, awarding her \$500 damages, and judgment was entered accordingly with costs.

"MADEMOISELLE FROM  
ARMENTIERES."COMPOSER SAYS HE GOT  
NOTHING FOR IT.

Ottawa, June 2  
Lieut. Gitz Rice, who wrote "Mademoiselle from Armentieres" in 1915, when serving with the Canadian Expeditionary Force in France, declared to-day that he had "never received a cent" for this popular war song. He was giving evidence before the Canadian Parliamentary Commission formed to consider a Bill amending the Copyright Act.

Another song he wrote was "Dear Old Pal o' Mine." After much litigation he had collected \$2,200 from United States companies for infringing the copyright of this song, but the whole amount, he said, had been swallowed up in legal fees.

11.00-12.15 p.m. Relay of the Morning Service from St. John's Cathedral.

12.15 p.m. Chinese Recorded Program.

1.00 p.m. Local Time. Weather Report, etc.

2.00 p.m. Close Down.

8.00 p.m. Local Time and Weather Report.

10.00-10.00 p.m. European Programme of Victor and H. M. V. Records kindly supplied by Messrs. S. Moutrie and Co.

8.03-8.15 p.m.

Victor-Sing-a-Legend (Sibelius).

Victor-Symphony Orchestra conducted by Eugene Goossens. 9925-9926.

8.15-9.00 p.m.

Song-Ave Maria (Kahn).

Florence Austral (Soprano). D1440.

Organ Solo-Cantilene Nuptiale (Dubois).

Organ Solo-Imperial March (Elgar).

Stanley Roper. C1297.

Choral-Art Thou Weary.

Choral-Praise To The Holiest.

Westminster Central Hall Choir. B3827.

Piano Solo-Murmuring Zephyrs (Jensen).

Piano Solo-Spring Song (Mendelssohn).

Joseph Ganz. 1508.

Song-Through The Darkness (Rossini).

Peter Dawson (Bass-Baritone). C2060.

Organ Solo-Moment Musical-Scherzo In F Flat (Schubert).

Organ Solo-Spirit Of The Dance (Ewing).

Edward O'Henry. B3690.

Chorus-Let Their Celestial Concerts (Schubert).

Chorus-Strike Your Timbrels (Schubert).

Choir of St. Paul's Cathedral. B3764.

9.00-10.00 p.m.

Walkure Part II. The Berlin Opera Orchestra conducted by Dr. Leo Blech. M27.

(This Suite is by special request of a Listener).

10.00 p.m. Close Down.

RADIO  
BROADCASTA DANCE PROGRAMME  
FOR TO-NIGHT.

To-day's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:

4.00-7.00 p.m. Chinese Programme.

7.00-11.30 p.m. European Programme of Victor Records kindly supplied by Messrs. Teang Fook Piano Co.

7.00-7.28 p.m. Variety.

Orchestral-A Mood in Blue.

Orchestral-Synopical Love Song.

Victor Salon Orchestra. 22410.

Song-You Were Meant For Me.

Song-Love Boat.

Charles King. 21965.

Organ Solo-Love Me.

Organ Solo-I'll Close My Eyes to the Rest of the World.

Jessie Crawford. 22243.

Humorous Song-Down by the Railroad Track.

Humorous Song-Around the Corner.

Frank Crumit. 22423.

7.28-7.41 p.m. Organ Solo.

Pilgrim's Song of Hope (Battiste).

Henry Gordon Thunder. 35832.

Fantasia and Fugue on "B. A. C. H." (Liszt).

Gay Wetz. 35928.

7.41-7.54 p.m.

Trio in G Major (Haydn).

Alfred Cortot-Jacques Thibaud-Pablo Casals. 3045-3046.

8.00 p.m. (Local Time and Weather Report).

7.54-8.30 p.m. A Concert.

Violin Solo-(a) The Bee (Schubert).

(b) Waltz in D Flat (Chopin).

Violin Solo-Caprice (Ogarew).

Alexander Schmidt. 20614.

Song-Russian Nightingale Song (Alabiev).

Song-(a) Clavelitos (Valverde) (b) Estrellita (Ponce).

Madam Amelia Galli-Curci (Soprano). 1440.

Piano Solo-To Spring (Grieg).

Piano Solo-Waltz in G Flat Major (Chopin).

Myrtle C. Enver. 22153.

Song-Ah! Sweet Mystery of Life (Young-Herbert).

Richard Crooks (Tenor). 1343.

Violin and Cymbal Duet-The Old Gypsy (Erno).

Bela Schaffer-Fort Sarkoz. 20749.

Song-Killarney, My Home O'er the Sea (Loran).

Colin O'More (Tenor). 21089.

8.30-9.00 p.m. Orchestral.

Romance (Rubinstein).

Melody in F (Rubinstein).

Victor Concert Orchestra. 22508.

Semiramide-Overture (Rossini).

Sakuntala-Overture (Goldmark).

Victor Symphony Orchestra. 22288 and 22535.

Schubert's Love Songs-Medley (Schubert-Berte).

Marek Weber and His Orchestra. 35930.

9.00-9.30 p.m. Instrumental.

Duet-Pastorale (Corelli).

(with Strings).

Duet-Sonata No. 7 (Lecollet).

(with Flute).

Trio-Rondo (Haydn).

(with violin and Cello).

Duet-Sonata in A Major (Mozart).

(with Violin).

Hazel Gertrude Kincaid (Pianist).

21974 and 22018.

Piano Solo-Indian Love Call (Friml).

Piano Solo-Huguetta Waltz (Friml).

Rudolph Friml. 22540.

Trio Sonata in G Major (Bach).

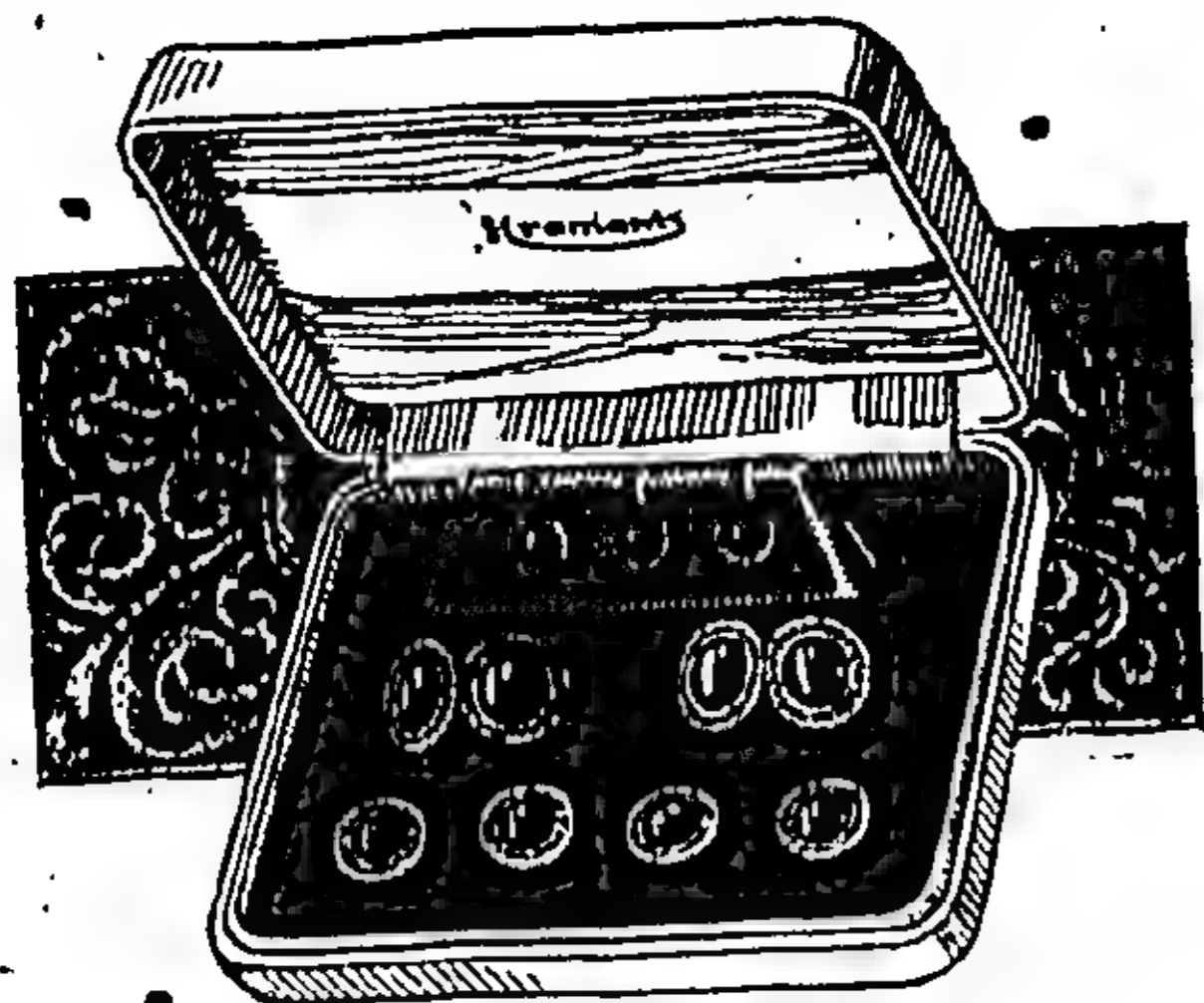
(with violin and Flute).

Duet-Scherzo (Schubert).

Hazel Gertrude Kincaid (Pianist).

21948.

9.30-11.30 p.m. Dance Programme.



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### NO FOUL THROW FREE-KICK.

#### IMPORTANT CHANGE IN LAWS OF FOOTBALL.

An important change in the "Throw-in" Law was made at the meeting of the International Football Association Board, held at Glencraig on June 13.

The alteration was made on the motion submitted by Mr. J. Ferguson, on behalf of the Irish Association, that for a foul throw-in no free-kick shall in future be given. The decision was that the opposing side shall take the throw-in.

The International Board also unanimously agreed to alter a rule to allow a goalkeeper to carry the ball four steps in place of two as at present allowed.

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HAGEN'S PUTTING STANCE

What is the proper stance for a successful putt?

There is no single model putting stance. Bobby Jones puts with his feet close together; Hagen sets his feet wide. Horton Smith plants his feet square to the line; Leo Diegel uses a stance all his own.

There are certain things one should and should not do, however. It is best to stand comfortably, well over the ball, with a slight bend in the knees. The left leg should bear a little more of the weight than the right.

Don't crouch so that the shaft of the putter jams into your stomach.

Stand still and keep your eye on the ball.—ART KRENZ.

### CHAMPIONS RESIGN.

#### HAYWARD F.C.'S GROUND DIFFICULTIES.

For a senior amateur football club to pass completely out of existence a few weeks after winning a big league competition is unheard of in the history of the game. Yet that is what has happened to Hayward's, Enfield, the club which won the championship of the Premier Division of the Spartan League by a record number of points.

Their ground is required for building purposes, and although the management made strenuous efforts to secure a suitable pitch in the locality none could be found.

The news came as a bombshell to the Committee of the Spartan League, who with regret accepted the club's resignation.

As the fixtures for the senior and junior sections have already been arranged, in order to avoid confusion the League have decided to carry on with 13 clubs in their premier division next season.

It is understood that most of the Hayward's players have declared their intention of joining other Spartan League clubs. Three of the "stars," Evans, Whitley, and Bungay, recently joined Tottenham Hotspur, but such useful players as Magner, the old Enfield centre-forward, Daniels and Phillips will be eagerly sought after.

### POLICE ATTACKED BY CROWD.

#### THREE INJURED.

London, June 8. A large crowd attacked police officers at Kew Bridge on Saturday night, and a police sergeant and two constables were hurt.

Police Constable Langan, of Brentford, was called to arrest a man who was stated to have made a disturbance. When he attempted to do so a number of people attacked him. Police Sergeant Ashfield went to the constable's assistance, and he was similarly treated. A third police officer, Police Constable Borrell, appeared, and the crowd growing every minute, a telephone message was sent to Brentford police station, and constables were rushed to the scene in a motor-car.

They were attacked by the crowd which by this time had grown to

### THE RIGHT TO CANE.

#### HEADMASTER WINS AN APPEAL.

London, June 13. Mr. Ernest Bernard Barnes, Headmaster of St. Andrew's School, Sidney-road, Enfield, successfully appealed at Middlesex Sessions yesterday against a magisterial order to pay £1. 7s. 6d. costs in connexion with a charge of alleged assault on a schoolboy, Patrick Howard, who was stated to be nearly 12 years of age.

Mr. J. D. Gassels, K.C., represented Mr. Barnes, and Mr. Frederick Levy appeared for the boy's mother, Mrs. Olive Louisa Howard.

It was stated that Mr. Barnes first made the boy lean over a form and struck him once with a cane. The boy said: "You are a big coward to have two men on to one boy." The boy was thereupon given six or eight more strokes. The appeal was allowed without costs.

The Chairman, Sir Montagu Sharp, K.C., said that the Bench thought it only right to say that they considered that there was no aspersion on Mr. Barnes's character.

"Surely," added the Chairman, "it should not be said in this country that it is only the people of the upper class who get punished. That would be very unfair."

Large proportions. Eventually the disturbance was quelled.

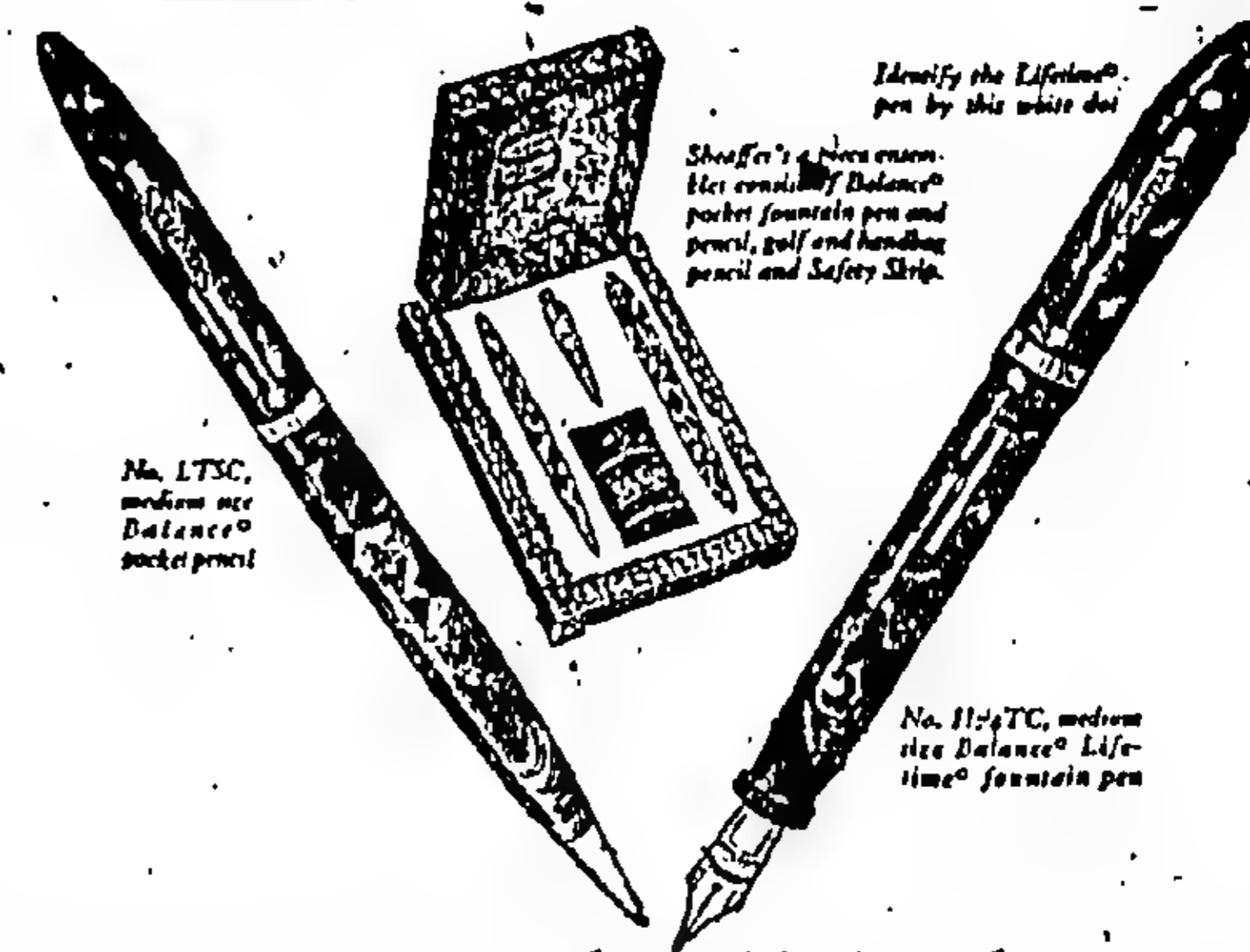
Six men were arrested in connexion with the affair, and will appear before the Brentford magistrates this morning.

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**THE MAN BEHIND THE  
WOOLWORTH DEAL.**

London, June 12.

The huge deal between Messrs. N. M. Rothschild and Sons and the original owners of F. W. Woolworth and Company shares was mainly due to the initiative of Mr. Philip E. Hill, chairman and director of numerous industrial companies.

Mr. Hill's name has not appeared in the public offer of shares. He has remained essentially the "man behind the scenes." But that this quiet, retiring man of business effectively put through one of the most romantic deals in the City is now disclosed.

The original owners of F. W. Woolworth and Company sold certain of their interests to Messrs. N. M. Rothschild for £8,936,000, and the shares so acquired were offered to the public yesterday, being over-subscribed within 19 minutes of the opening of the Bids.

Mr. Hill, who is about 50, came to London from Wales and soon made his mark as a man of outstanding ability.

His first spectacular coup was in the formation of Beecham's Estates and Pills, Limited, in 1924, to acquire the business of Beecham's Pills and the Covent Garden Markets and Estates, which included the Royal Opera House and several important hotels.

**Lord Derby's Estates.**

The purchase price paid to Sir Thomas Beecham was £2,800,000, of which £1,850,000 was in cash.

In 1927 Mr. Hill purchased part of the settled estates of Lord Derby for £1,717,500, and resold to Beecham's Estates and Pills, Limited, in consideration for which that company agreed to sell to Mr. Hill its pill business.

Mr. Hill formed a new company under the title of Beecham's Pills, Limited which acquired from him the pill business, together with a controlling interest in the Veno Drug Company (1925) Limited. Mr. Hill is to-day chairman of both Beecham's Pills, Limited, and of the Covent Garden Properties Company, Limited.

Mr. Hill also acquired Olympia, which is now owned by Olympia, Limited, a £1,275,000 company, of which Mr. Hill is chairman. He is also chairman of Scribbans Company, Limited, cake manufacturers, Taylors (Cash Chemists), London, Limited, and Timothy White (1928), Limited.



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"Colorcrete" is of considerable value for all concrete constructional work where permanent colour would be an advantage. It gives a concrete which harmonises perfectly with the natural surroundings, and which reduces glare due to the reflected rays of the sun.

Have the advantage of colour in constructional work by constructing in concrete made with "Colorcrete." Pavilions, bandstands, shelters and promenades; factories, bridges, municipal houses, carriageways and paths can all be beautified at very little extra cost by the use of this rapid-hardening coloured Portland cement—"Colorcrete."

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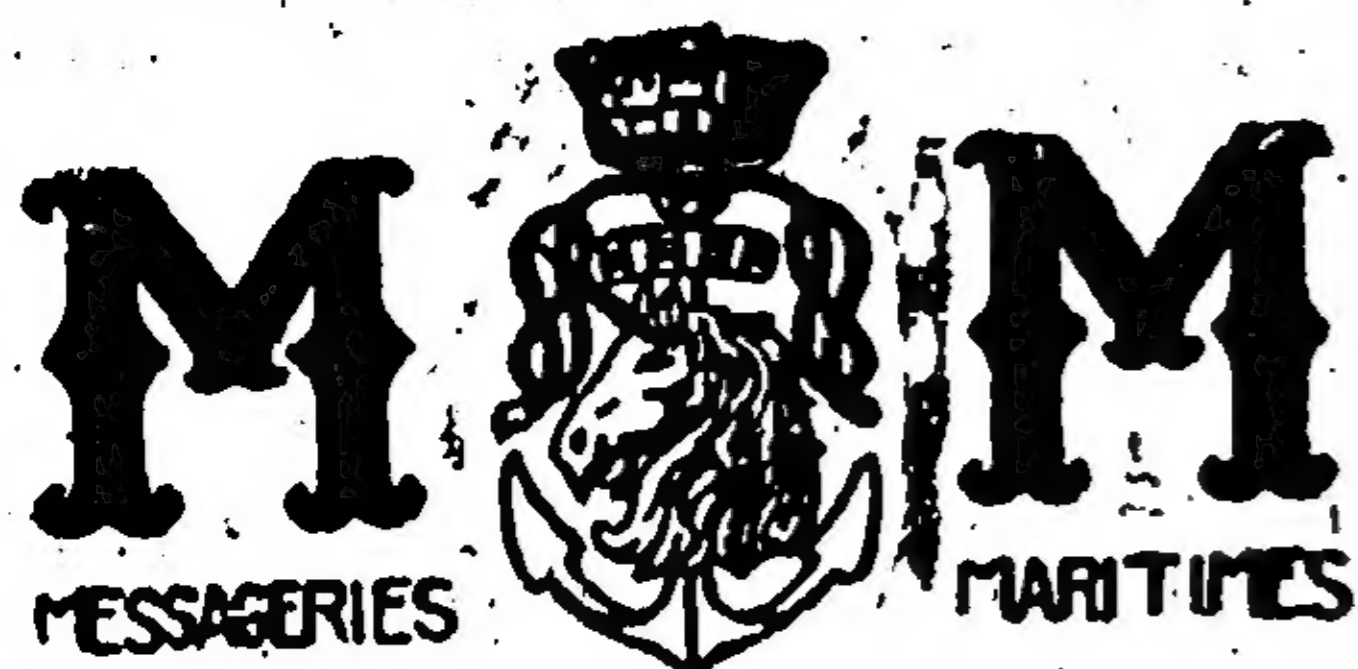
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## CONCUBINE HANGS HERSELF.

FOUND DEAD BY HUSBAND IN HER ROOM.

"Death by suicide" was the verdict returned by a jury sitting at the Central Police Court, with Mr. Williams as Coroner, yesterday afternoon, to investigate the death of Tsang Fong, a 35-year-old concubine of Ho Po-san, of 18, Staunton Street, who was found hanging in her room on the morning of June 22.

Mr. F. X. d'Almada held a watching brief on behalf of Ho Po-san, while the jury was composed of Messrs. H. U. Ireland, E.V.M.R. de Sousa and M. A. dos Remedios.

Evidence, given by the husband, showed that at 5.30 a.m. on June 22 he went to the room of his concubine and found her hanging by a piece of cloth which was tied to rails on the top of the partition of the cubicle. She was richly dressed and was wearing her favourite jewels.

The deceased had a bad temper and, on several occasions, after severely beating her children, she threatened to die. The husband took little heed of the threat as it had been so often uttered.

After evidence of being called to the scene to make enquiries had been given by Police Sergeant D. C. Macdonald, the jury returned a verdict as above.

## OVER HALF MILLION DOLLARS.

ESTATE OF LATE MR. K. C. LAU.

Hongkong estate to the value of \$592,200 was left by the late Lau Kwai-cheuk, otherwise known as K. C. Lau, late of No. 5, Village Road, Wongnelchong, who died at the French Hospital on or about April 7, 1931. Probate of the will has been granted to his sister, Mrs. Sun Lau-shi, No. 127, Caine Road, the other executor, Tong Tsung-po, having renounced all his right and title to probate.

Testator directs that one third of the estate shall go to his sister, Sun Lau-shi, and that the sum of \$400 shall be paid each month out of the remaining two thirds to his two concubines, until such time as his youngest son, now two years of age, shall have reached his majority. The remaining two thirds shall then be divided between his children, both male and female, in equal shares, subject to payment to the two concubines of the sum of \$30,000 each, provided they remain widows.

## WHY CANTON IS ANTI-CHIANG.

(Continued from Page 2.)

was given the task of organising the Whampoa Academy as a Party institution. In the first Kuomintang Congress convened under Dr. Sun Yat-sen, Chiang Kai-shek was not even a delegate, and in the first C.E.C., he was not even an alternate member. He was by no means the leader of the Party during Dr. Sun's life and his leadership in the last few years has been built upon intrigue and upon military force—upon usurpation.

"To-day, on July 1, is the sixth anniversary of the founding of the Kuomintang National Government in Canton on July 1, 1925. There were then 16 members of the Governing Council, elected by the Party Executive. Of these 16, we have again in the new Government, half. Two members are dead. Chiang Kai-shek was of course, not a member of the first Government. Both in the Party and in the Government he had no claim to leadership under Sun Yat-sen. Of all the original members of the first National Government, there is only one in Nanking—Tai Chi-tau. In Canton, however, we have Wang Ching-wei, Hsu Chung-chi, Koo Ying-fan, Chao Lu, Teng Cheh-yu, and myself; and abroad, Lin Sen and Dr. C. C. Wu. In other words, we have eight of the original 16 members.

### A Prediction.

"Within two months' time I personally predict that Chiang Kai-shek will be overthrown. Within one month's time we expect commanders Feng Yu-hsiang and Yen Hsi-shan to move against him, together with ours; and his own commanders will not support him. His own troops are under the command of Whampoa cadets, who were trained in Party principles and not as the henchmen of a personal dictator. They are loyal first to the Party and only secondly to Chiang Kai-shek as a commander."

## FINANCE BILL PASSED.

CONSERVATIVE MOTION REJECTED.

London, July 3.  
The House of Commons has passed the third reading of the Finance Bill, a Conservative amendment for its rejection being defeated by 274 to 222.—Reuter.

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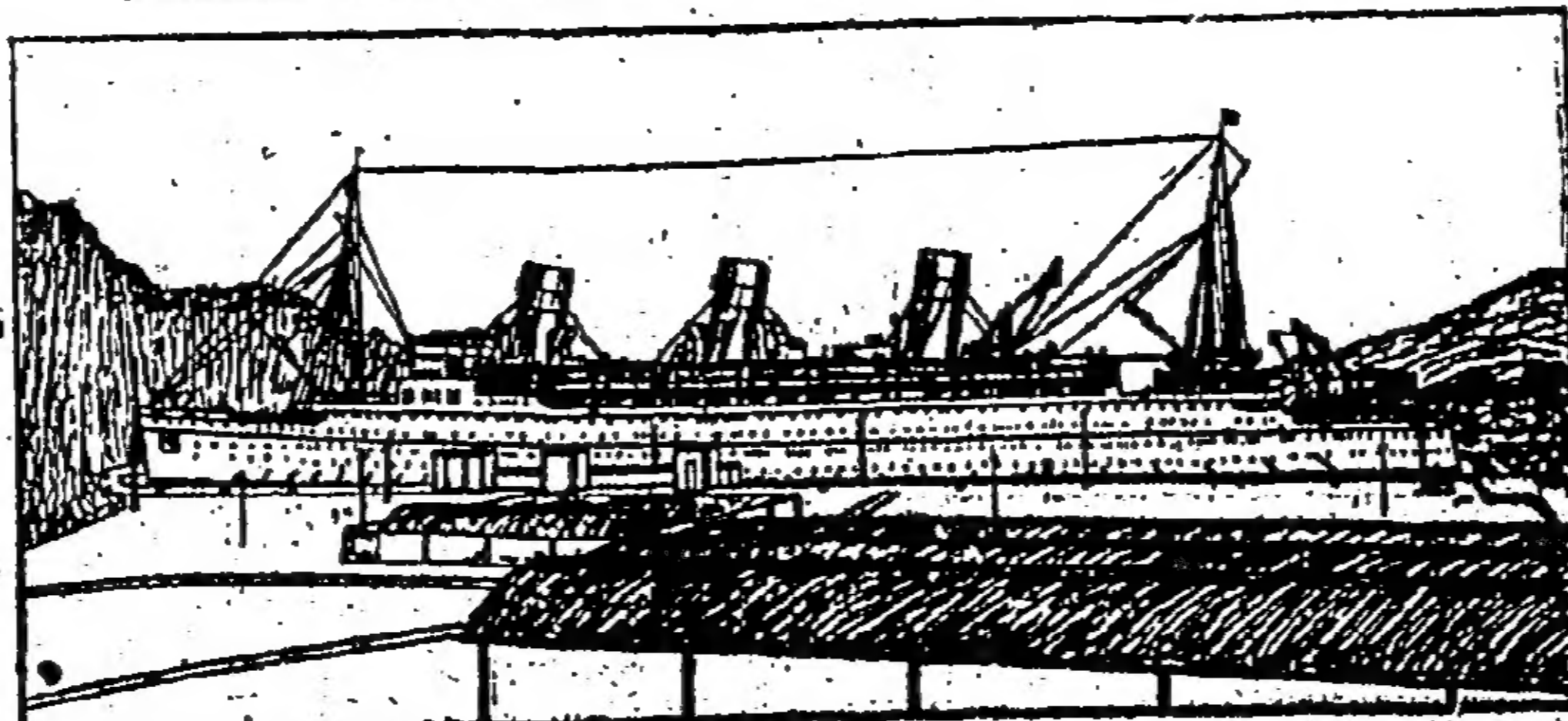
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RAWALPINDI	17,000	18th July.	Bombay, M'ses & L'don
PERIM	7,700	25th July.	M'ses, Havre, L'don, H'burg, Rotterdam & Antwerp
KHYBER	9,000	1st Aug.	M'ses, L'don, R'dm & A'werp
KIDDERPORE	5,300	5th Aug.	Straits, Colombo & B'bay
SOMALI	6,800	8th Aug.	M'ses, Gibraltar, Havre, L'don, Hull, H'burg, R'dm & A'werp
RAJPUTANA	17,000	15th Aug.	Bombay, M'ses & L'don
PADUA	5,900	22nd Aug.	M'ses, Havre, L'don, H'burg, Rotterdam & Antwerp
KARMALA	9,000	29th Aug.	M'ses, L'don, Hull, R'dm, A'werp

\*Cargo only. \*Calls Casa Bianca. \*Calls Djibouti.  
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

### BRITISH INDIA-APCAR SAILINGS

TAKADA	7,000	11th July.	S'pore, Penang & Calcutta
SIRDHANA	8,000	26th July.	S'pore, Penang & Calcutta

\*Calls Port Swettenham.  
B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

### EASTERN & AUSTRALIAN SAILINGS (South)

NELLORE	7,000	1st Aug.	Manila, Rabaul, Brisbane, Sydney and Melbourne
TANDA	7,000	2nd Sept.	
NANKIN	7,000	2nd Oct.	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—19 days.  
Frequent connections from Australia with the following:—  
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The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of Steamers to London via Suez.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI & JAPAN

CHEAP SUMMER TRIPS TO JAPAN. JUNE TO SEPTEMBER.

NELLORE	7,000	6 July. noon.	S'hai, Moji, Kobe, Osaka & Yokohama
KIDDERPORE	5,300	6th July.	Shanghai, Moji & Kobe
TILAWA	10,000	17th July.	Amoy, S'hai, Moji, Kobe & Osaka
RAJPUTANA	17,000	17th July.	S'hai, Kobe & Yokohama
LAIPORE	5,300	22nd July.	Shanghai, Moji & Kobe
SANTHIA	8,000	31st July.	Amoy, Moji, Kobe & Osaka
KARMALA	9,000	31st July.	S'hai, Moji, Kobe & Yokohama
NANKIN	7,058	1st Aug.	S'hai, Kobe & Yokohama
TANDA	6,956	7th Aug.	S'hai, Moji, Kobe, Osaka & Yokohama

\*Cargo only. \*Calls Nagoya.

All dates are approximate and subject to alteration without notice.  
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STEAMER	Days Hong Kong	Days Hong Kong	Days Hong Kong	Days Hong Kong
TAIPING	July 10th	July 15th	July 20th	Aug. 5th
CHANGTE	Aug. 5th	Aug. 10th	Aug. 15th	Aug. 20th
TAIPING	Oct. 5th	Oct. 10th	Oct. 15th	Oct. 20th
CHANGTE	Oct. 20th	Oct. 25th	Oct. 30th	Nov. 5th

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## U.S. BONUS DISPUTE ENDED.

STOCKHOLDERS BACK OUT OF ACTION.

Atlantic City, July 3. Stockholders have withdrawn their suit against the Bethlehem Steel Corporation, to compel a bonus refund, which they instituted in January. The injunction which they obtained has therefore been formally dismissed.

The suit was begun by four stockholders, who asked the Chancery Court of Newark, New Jersey, to compel the group of officers and directors to refund to the Corporation over \$36,000,000 allegedly paid to them in bonuses since 1911.

The institutions in their suit desired to abolish the bonus system of the Bethlehem Corporation. —*Reuter's American Service.*

## THE FINANCE BILL CERTIFIED.

LORDS POWERLESS TO ALTER.

London, July 3. The third reading of the Finance Bill, which incorporates the Government's Land Tax proposals, was debated in the House of Commons today and was carried.

The Bill, which was later read a first time in the House of Lords, has been formally certified by the speaker as a money Bill. Under the Parliament Act, 1911, Bills so certified, if not passed by the House of Lords without amendment, may become law without the concurrence of the Upper House on the Royal Assent being signified. —*British Wireless.*

## WALK-OVER SINGLES AT WIMBLEDON.

### WOOD CHAMPION: NO CONTEST.

London, July 3. In an all-British mixed doubles semi-final at Wimbledon to-day, I. G. Collins and Miss Joan Ridley caused a sensation by defeating P. D. R. Spence and Miss Betty Nuthall by two sets to one.

It was a close contest throughout, but Collins was in splendid form, and Miss Ridley backed him up to good purpose. They lost the first set 6-4, but rallied capitally and won the next two by similar scores.

Sydney Wood, the American Davis Cup player, becomes the Wimbledon champion in the Men's Singles as the result of the withdrawal of Frank Shields, his Davis Cup colleague. Shields injured his knee rather badly in the semi-final against Borotra and was forced to scratch from the final.

In the final of the Women's Singles, Françoise Audsen, an expected, beat Françoise Krahwinkel, 6-2, 7-5.

G. M. Lott and Van Ryn, favourites for the Men's Doubles, justified the critics by defeating F. J. Perry and G. P. Hughes, the British crack pair, in straight sets. It

## EMPIRE VARSITY CONGRESS.

SPEECH BY PRINCE OF WALES.

London, July 3. H. R. H. the Prince of Wales was received by the Lord Mayor, Sheriff and by Mr. Stanley Baldwin, as Chancellor of the Universities of Cambridge and St. Andrews, and other distinguished educationists, on the occasion of the opening of the Congress of Universities of the Empire at the Guildhall.

His Royal Highness, who is President of the Congress, read a message of welcome from His Majesty the King, who expressed the view that periodic interchanges of views conducted to the mutual welfare of the Empire's Universities.

The Prince said a century ago there were only eight Universities in the whole Empire, whereas to-day there were delegates present from no fewer than seventy. He more he travelled, the more he was convinced that the best brains were required for finance, commerce and industry.

The Congress will meet at Edinburgh on Monday. —*Reuter.*

was by no means an easy victory, however. The British pair played brilliantly at times, but taking too many risks, paid the penalty. The scores were 6-4, 11-9, 8-6 in favour of the Americans. —*Reuter.*

Prince George was among the visitors who occupied the Royal Box to-day. F. J. Perry and Miss Hecley retired in the semi-final of the Mixed Doubles owing to an accident to Perry, and the match went to G. M. Lott and Mrs. Harper, the match being 1-6, 3-4 duce retired. —*British Wireless.*

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